PACIFIC FISHERMAN

NOVEMBER
1950

A Miller Freeman Publicati

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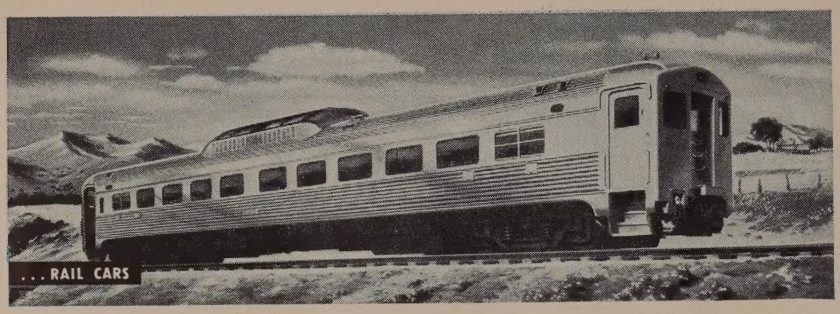
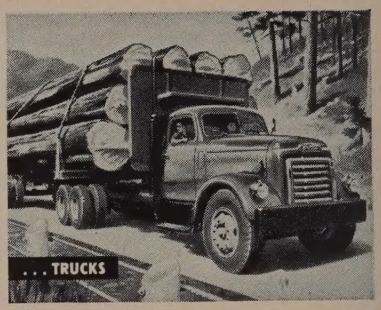
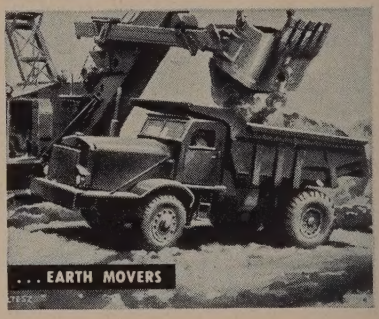




This is the Diesel

that speeds the big jobs



HERE IT IS—the newest member of the General Motors Diesel family—the brawny 6-110 engine that develops 275 horsepower.

It is 50% more powerful than the famous 6-cylinder GM "71" engine that powers so many trucks, buses, boats, construction equipment and other mobile, portable and stationary units.

This rugged new Diesel doesn't care what's tied to its tail. It has power to spare to keep big jobs humming, yet is so compact it doesn't hog space.

For example, each new Budd RDC rail car is driven by a pair of 6-110 Diesels with GM torque converter transmissions. The compactness of these power plants permits mounting them under the floor so that no revenue space is lost. These rail cars accelerate from standstill to 44 miles per hour in just one minute and have a top speed of 83 mph with a full load.

Like all other GM Diesel engines the 6-110 is two-cycle—delivers power on every piston downstroke. This advanced design cuts down Diesel size without sacrificing ruggedness; it insures fuel economy, lower maintenance costs, exceptional dependability and long life.

The GM 6-110 engine provides Diesel power at its best for heavy-duty jobs—not only for rail cars but in the largest mountain-type trucks, huge rock crushers, deep-sea fishing and pleasure boats, big pumps and compressors, mining and oil field equipment. *It is an exceptionally compact Diesel for its horsepower—an engine that gives remarkably fine performance in minimum space.*

DETROIT DIESEL ENGINE DIVISION

SINGLE ENGINES . . . Up TO 275 H. P. **DETROIT 28, MICHIGAN** MULTIPLE UNITS . . . Up TO 800 H. P.

GENERAL MOTORS

Hear HENRY J. TAYLOR on the air every Monday evening over the ABC Network, coast to coast.

GM
GENERAL MOTORS
DIESEL POWER

Only GM Diesels provide all these advantages

Compact size—less weight per horsepower . Two-cycle smoothness, power on every downstroke . Quick starting, on its own fuel . Unit injectors—no high-pressure fuel lines . Rapid acceleration . Cleaner burning . Better high-altitude performance . Easy accessibility.

"Your Key to Power Economy"

Pacific Fisherman (with which is combined West Coast Fisheries) is published monthly except in January, when publication is semi-monthly, by Miller Freeman Publications, Incorporated, at 71 Columbia Street, Seattle, Wash. Subscription: United States and Possessions, $3.00; Canada, $3.00; Foreign, $4.00. Entered as second class matter May 29, 1945, at the Postoffice at Seattle under the act of March 3, 1879. Vol. 48, No. 12.

PACIFIC FISHERMAN

A Miller Freeman Publication

Vol. 48 **No. 12**

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TABLE OF CONTENTS

Early Southern Sardine Fishing Shatters Records 15
Japanese Treaty Will Ignore Oceanic Problems 16
9-Month Tuna Pack Tops 1949's Full-Year Record 17
B. C. Chum Run Peaks 18
Sockeye Spawning Salvaged By Drastic Closures 19
Strike Applies Brakes to Tuna Production 23
Echo-Sounders Pin-Point Fish 25
Japanese Albacore Fishery of North Central Pacific 29
Ocean Foods Corporation — Fish Dealers DeLuxe 37
Food Fish Marketing — News and Views 43
Divoteers Elect Leif Eriksen President 59
Canadian Crack-Down Costs Purse Seines 61

President ..... **Miller Freeman**
Manager ..... **Lawrence K. Smith**
Editor ..... **DeWitt Gilbert**
Advertising Manager ..... **C. L. Hillyard**
Circulation Manager ..... **Miller Freeman, Jr.**

Publishing Office

71 Columbia St. **Seattle 4** **MAin 1626**

Branch Offices

LOS ANGELES 13
A. W. Ponsford, Associate Editor
124 West 4th St. MU. 8194

SAN FRANCISCO 5
Stuart F. Leete, Associate Editor
121 Second St. GA. 1-5887

VANCOUVER, B. C.
Charles L. Shaw, Associate Editor
Royal Bank Bldg. MA. 1520

MEMBER AUDIT BUREAU OF CIRCULATIONS

PORTLAND 4
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LAST MINUTE NEWS SUMMARY

B.C. Canned Salmon Pack

Cases—	Oct. 14 1950	Oct. 15 1949	Oct. 16 1948	Oct. 11 1947	Oct. 12 1946	Oct. 13 1945
Sockeye	406,737	257,838	259,847	285,352	544,080	328,939
Springs	8,484	20,302	15,643	9,603	8,054	11,896
Steelhead	3,169	2,325	5,636	3,216	3,936	2,717
Blueback	7,370	6,926	19,886	4,541	2,914	6,662
Coho	101,940	201,904	180,086	134,684	92,014	201,848
Pinks	446,035	703,555	322,438	599,615	116,364	820,742
Chum	408,081	209,118	383,141	409,948	437,434	294,417
Totals	1,381,816	1,401,968	1,186,677	1,446,959	1,204,796	1,667,221

NOTE—Above figures represent cases **canned** and do not take into consideration the very large quantity of Canadian Chums exported to the United States for canning.

Langlie Names Schoettler Acting Fisheries Director

Robert Schoettler, who had served as *assistant* director of fisheries of Washington for several months, late in October was appointed by Governor Langlie as *acting* director, succeeding the late Alvin Anderson. The governor said he would not make a permanent appointment for several months.

Mr. Schoettler was a resident of Alaska for a number of years, having been first manager of the Baranof Hotel, Juneau. During the war he served in the Navy, performing a number of special assignments of the utmost hazard and requiring the exercise of courage and initiative.

Returning from naval duty in the Orient, he purchased a gillnet boat and operated it on Puget Sound for a time. For the past year and more he has handled a number of special tasks for Governor Langlie.

Tuna Not on Tariff Cut List

Advices from Washington at presstime indicated that canned tuna was not on any list of commodities on which tariff revision would be discussed at the Torquay conference — and that there is little or no possibility that it could be put on the list for discussion before the tariff automatically advances from 30 to 45% Jan. 1, 1951.

Cordova Fishermen Disaffiliate

The Cordova District Fishermen's Union at presstime was reported to have voted 3 to 1 to withdraw from I.F.A.W.A. and its parent Longshoremen's Union.

The Cordova Union was perhaps the first element of I.F.A.W.A. to disapprove the proposed merger with the Longshoremen, turning the merger down by vote more than a year ago.

THE COVER PICTURE

The picture on the cover of this issue was repeated thousands upon thousands of times at Terminal Island, Calif., during the early days of October as the seine fleet encountered extremely heavy sardine fishing, with daily landings running as high as 10,000 tons. Here a fisherman is helping with the brailing of a sardine catch, mixed with some Jack and Pacific mackerel.

When you talk of fish—you talk in billions!

Why not snare your share of this profitable business?

THE BILLIONS of fish that are caught and canned each year result in an astounding business.

A Half Billion Dollar Business . . .

. . . that's what American women will spend in the next 12 months for fish in cans.

And canned fish is becoming *increasingly* popular with housewives everywhere.

So the smart thing for you to do is to take advantage of this consumer trend and can your fish the Canco way—a way that offers you a multitude of services and advantages.

We'd be delighted to furnish you with further details.

AMERICAN CAN CO.

CANCO

NEW YORK
CHICAGO
SAN FRANCISCO
HAMILTON, CANADA

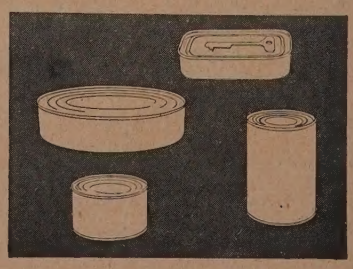
How Canco will help you

Lay out your plant . . . give you blueprint and layout recommendations for greatest efficiency.

Canco's testing kitchen will suggest ways your fish products can be made more appealing to the public.

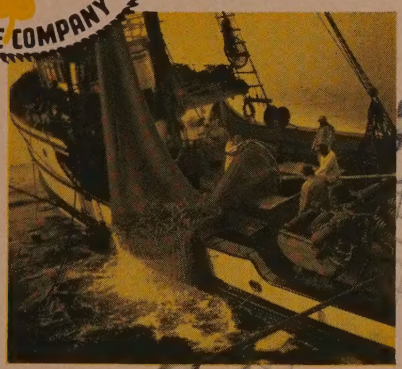
Recommend types of cans, lining, closures . . . advise you on all technicalities of processing.

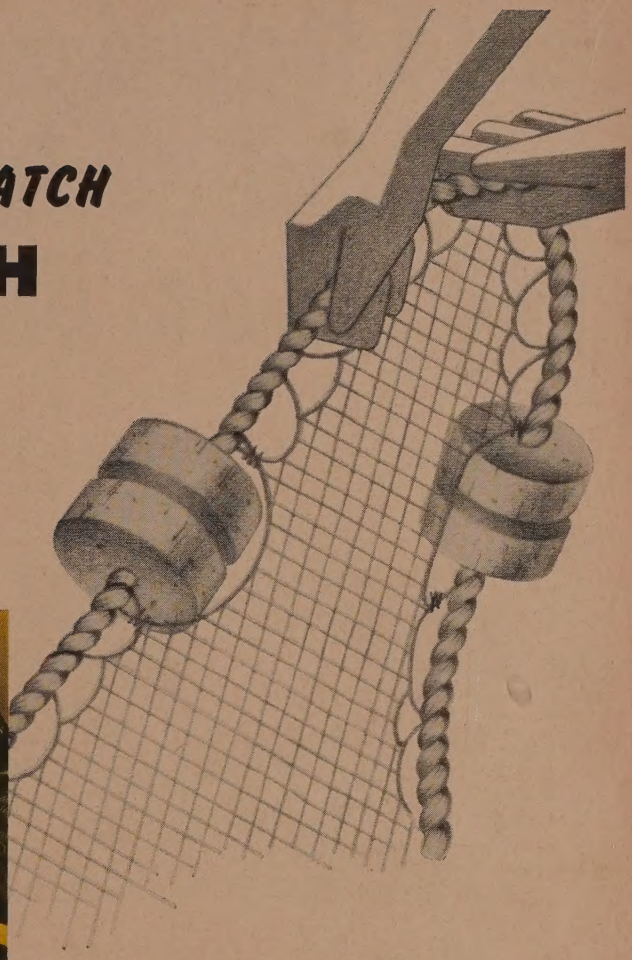
Lithograph designing service by Canco merchandising experts, to help your product attract customers and sell faster.

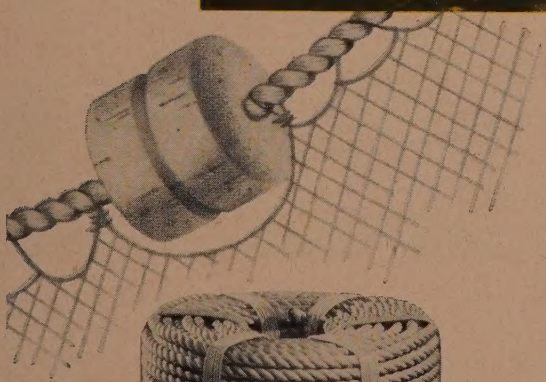


SOME ROPES CATCH
MORE FISH

TUBBS
EXTRA SUPERIOR MANILA
CORDAGE COMPANY







Minutes and seconds count when the fish are running, so the fisherman whose boat, nets, and rope are reliable is surest to bring back a catch. (Many a haul has been lost by the delay of an ill-timed breakdown.)

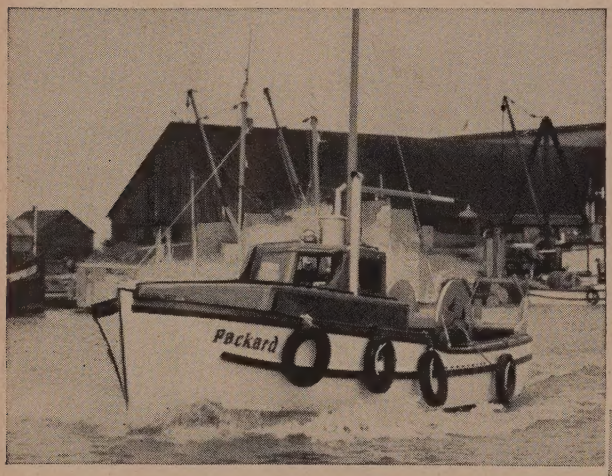
Because you want dependability in the rope you buy, ask for Tubbs Extra Superior Manila. Among fishermen it's a name with an honest reputation for good service.

Tubbs Extra Superior Manila is supplied in all sizes, lays, and treatments required for commercial fishing.

TUBBS
CORDAGE COMPANY

SAN FRANCISCO
SEATTLE

Here's a Packard owner loyalty story that stretches from New Jersey to British Columbia!



Imagine an engine good enough to have a skipper name his boat after it! You'll find one in Steveston, British Columbia. Mr. Ken Udy writes, "I was so pleased with the performance of my 100-HP Packard Marine Six that I gave the name 'Packard' to my 35-foot gillnetter. My Packard Marine Six holds a lot of performance records on the Fraser River. It never lets me down. It's easy to start—easy to operate—and the upkeep is low."

Over in Dorchester, New Jersey, Mr. Francis L. Hine is mighty pleased with the performance of his 37-foot Colonial Wanderer, the "Francelen." Powered with twin 150-HP Packard Marine Eights, this smooth-looking, smooth-running cruiser has a top speed of 30 miles per hour. Mr. Hine reports, "These engines have been free of trouble and are economical on gasoline. Packard finger-tip gear control makes possible easy operation of the engines from either the flying bridge or from the cabin."

From east coast to west coast—and everywhere in between—new boats *deserve* Packard Power—and old boats *need* it!

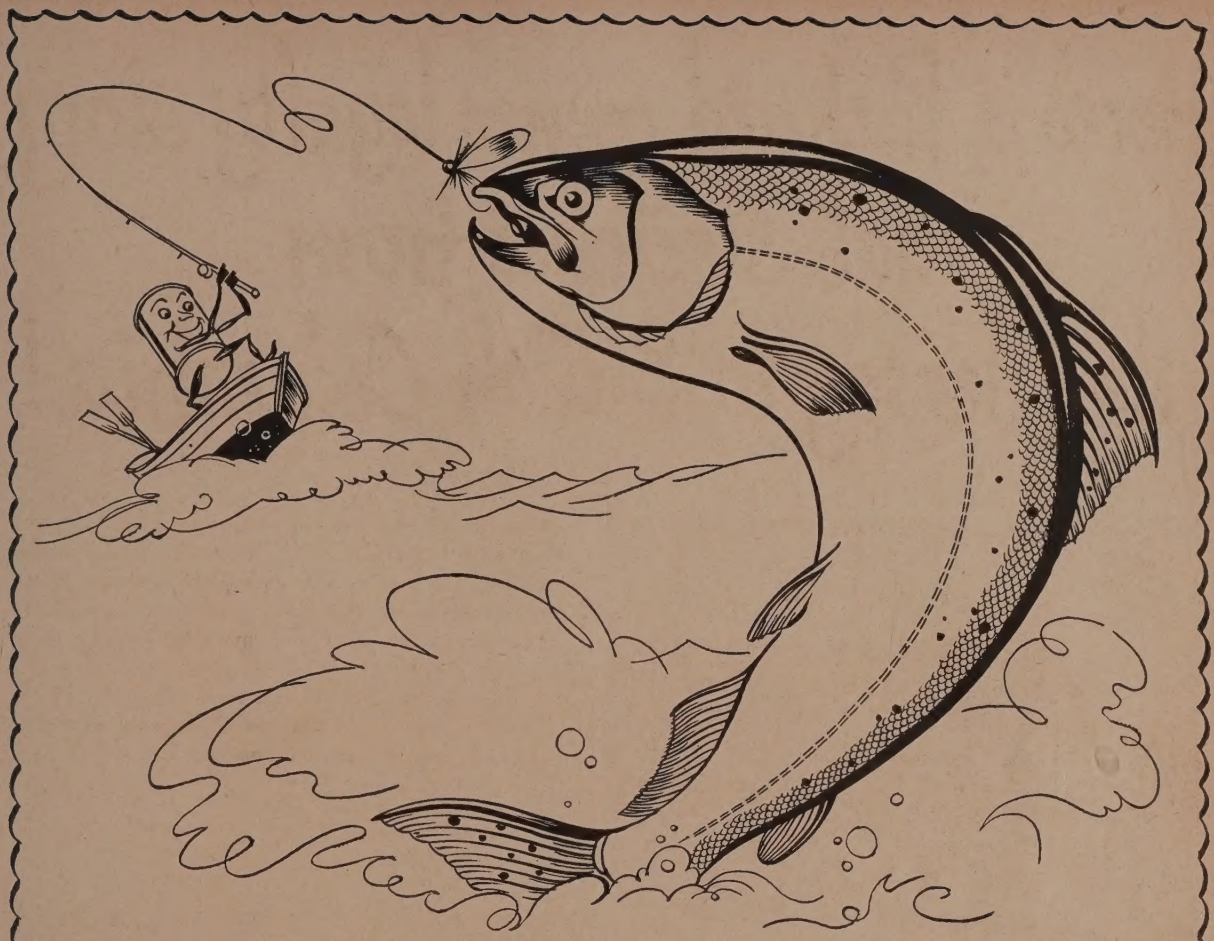
For complete details and specifications, see your nearest Packard Marine engine dealer, or write directly to Packard Marine Engine Department (Dept. S), Detroit 32, Mich.

PACKARD
MARINE ENGINES

100-HP Marine Six (IM-245) with built-in finger-tip control

150-HP Marine Eight (IM-356) with built-in finger-tip control

ASK THE MAN WHO OWNS ONE



"For a fish out of water you can't beat a Continental Can"

says J. SILVER SALMON

Continental cans come in EVERY SHAPE AND SIZE that's right for fish . . . semi-formed and ready-formed.

They're PRECISION MADE...bright, tight and clean.

Continental is TOPS FOR SERVICE, too. We have a whole string of up-to-the-minute plants strategically located to serve you best.

You can't beat Continental as a dependable source of supply!

CONTINENTAL CAN COMPANY

707 South Hill Street, Los Angeles 14, Calif. Russ Building, San Francisco 4, Calif. 653 Skinner Building, Seattle 1, Wash.

Clear Field ahead!

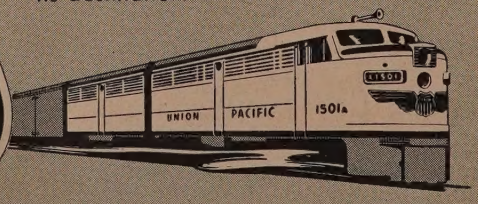
Opening the way for the ball carrier requires 100% teamwork, with every man knowing and doing his job. It's very much like getting your freight shipment through without interruptions and delays.

That's where it pays to have the proper facilities, manned by experienced men, such as Union Pacific's classification yards.

At these yards, freight cars are sorted and grouped (or classified) according to their respective destinations. *Modern equipment and methods cut switching and sorting time in half.*

This is one phase of efficient operation whereby the way is cleared for your freight to proceed rapidly to its destination.

UNION PACIFIC RAILROAD



BE SPECIFIC: *Ship* UNION PACIFIC

"I bought a 'Cat' engine because it's dependable"

E. A. NELSON
Tokeland, Wash.

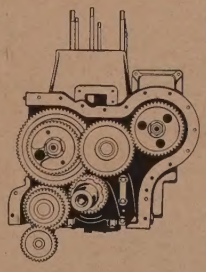
The *Marilyn Gail* is powered by a "Cat" D8800 Marine Engine. Like all "Cat" Diesels, the D8800 burns low-cost, non-premium fuel without fouling. And it's honestly rated, delivering its advertised 82 HP. at the propeller.

When Skipper Nelson recently added the *Marilyn Gail* to his fleet, he powered her with a "Cat" Diesel Marine Engine. What decided his choice? Dependability—and the past performance of other "Cats." "I like the starting system, too," Mr. Nelson says. "A gasoline starting engine is a good setup for starting marine Diesels." The *Marilyn Gail*, 48′ x 14′ x 6′, working out of Seattle for crab, tuna, salmon and halibut, relies on a "Cat" D8800 to take her out and bring her back.

Besides dependable performance, you can also count on dependable *dockside* service when your boat is powered by a "Cat." Your "Caterpillar" dealer is on call 24 hours a day, every day. Drop in on him at your convenience—he'll be glad to show you his parts and service facilities. Ask him for records of "Cat" performance—you'll see why fishermen prefer these reliable, economical power plants.

CATERPILLAR, SAN LEANDRO, CALIF.; PEORIA, ILLINOIS
REG. U.S. PAT. OFF.

LOOK UNDER THE HIDE



Pressure-lubricated "Caterpillar" timing gears are of wide-faced, helical design. Select steels and heat treatment methods are carefully matched to the type of service expected. Timing gears are upset forged ... turned, shaped and shaved to average within 50-millionths of an inch of true surface smoothness. Look under the hide for "Caterpillar" quality. You'll find it in every detail.

CATERPILLAR DIESEL
REG. U. S. PAT. OFF.
Marine Engines

NYLOCK* Netting *(Specially processed 100% NYLON)* more than pays for itself in a few short months

Read what MR. E. M. SIDDALL *of Earleejune Fish Co.–producers, packers and suppliers of fishing equipment–of Dunville, Ontario, Canada, says about his experience with* NYLOCK *nets:*

"Our Nylock nets cost more than ordinary nets to begin with, but in only a few months they have more than paid for themselves. Comparing them today with ordinary nets, we know we can look forward to measurably longer service.

Furthermore, since the Nylock nets do not have to be hauled out for drying our labor costs have gone down and our investment in extra nets has likewise dropped.

Nylock nets are not affected by red slime and, under normal conditions, they completely eliminate loss due to combustion."

6 ways Nylock Netting saves money for Fishermen

1. **Catches are bigger!** Consistent reports from fishermen reveal that NYLOCK nets pull in from 3 to 12 times as many fish.
2. **No drying!** NYLOCK can be kept in continuous service. One net does the work of three.
3. **No preservatives!** Saves you time, money, materials.
4. **Stronger, lasts longer!** Unaffected by mildew, fungus, oil, gasoline, etc.
5. **Lighter, easier to handle!** Takes less manpower and less horsepower to haul NYLOCK nets.
6. **Specially treated for sunlight resistance!**

Smaller sizes of Nylock (No. 34, No. 46A and No. 104) are still in short supply. Larger sizes (No. 69 No. 139 No. 208 No. 277 No. 346 and Salmon twine) are available, however. If your supplier cannot meet your requirements, please write direct to Brownell & Company, Moodus, Conn., who will be glad to help you.

For further information . . . write, wire or phone one of the following manufacturers who use NYLOCK Nylon exclusively for all their Nylon Fish Netting:

R. J. EDERER and subsidiaries–540 Orleans St., Chicago, Ill.–Unity and Elizabeth Sts., Philadelphia, Pa.

THE FISH NET & TWINE CO.–310-312 Bergen Ave., Jersey City, N. J.

MOODUS NET & TWINE INC.–Moodus, Connecticut

A. M. STARR NET CO.–East Hampton, Connecticut

JOSEPH F. SHEA, INC., Successor John S. Brooks, East Haddam, Connecticut

Be Sure to Specify NYLOCK When Ordering Your Nylon Netting

SOLE DISTRIBUTORS:

BROWNELL & COMPANY, *Inc.*

–also manufacturers of Nylon Maitre Cord and Hanging Twine

Moodus, Connecticut

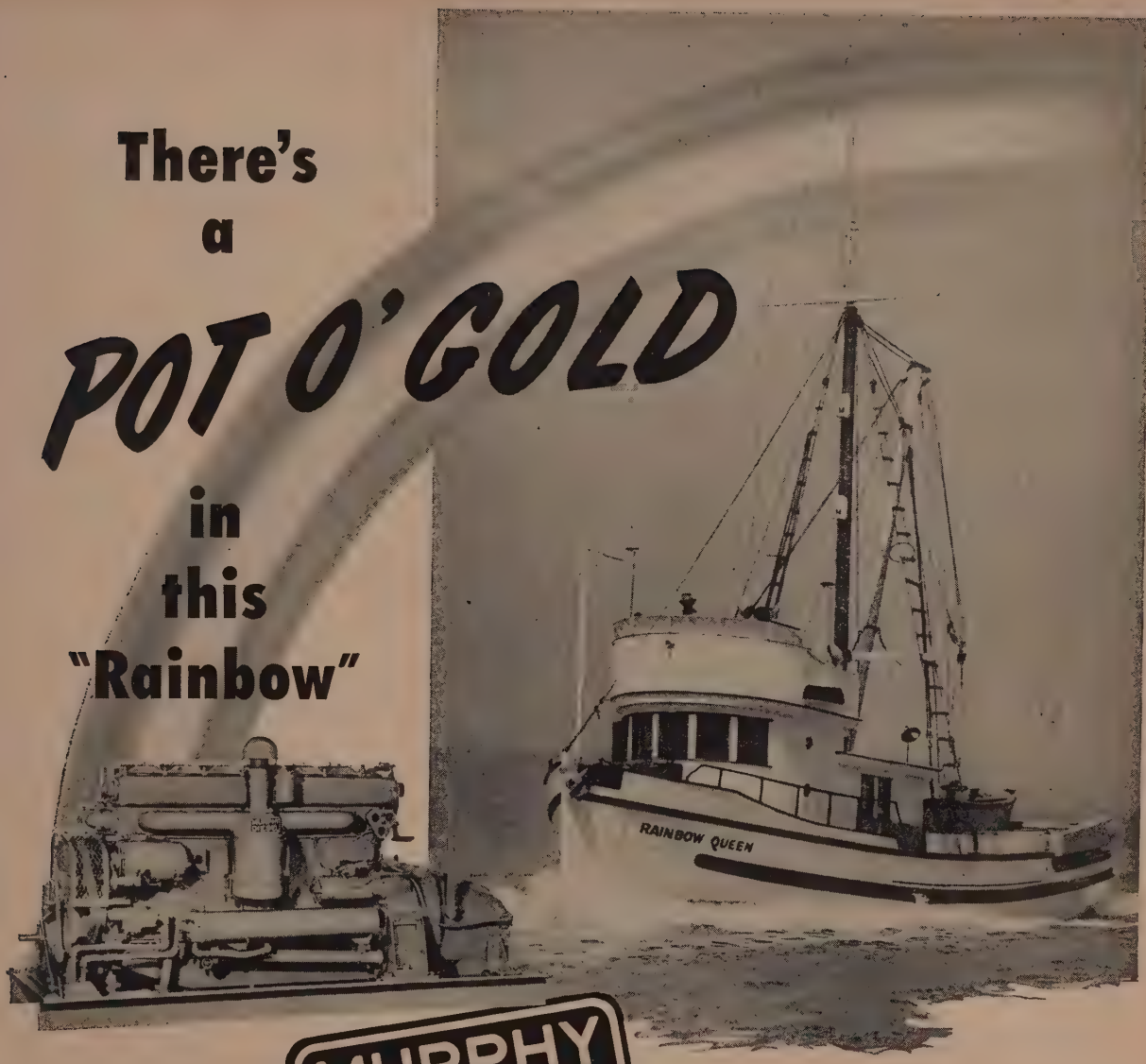
MANUFACTURED BY:

The **HEMINWAY & BARTLETT** *Mfg. Co.*

500 Fifth Ave., New York 18, N. Y.

* Trade Mark

There's a POT O' GOLD in this "Rainbow"



MURPHY DIESEL

Heavy duty power for fishing

Murphy Diesel marine propulsion engines and auxiliaries are made in sizes from 90 to 190 H.P.; marine type generator sets from 60 to 133 K.W.

A "POT O' GOLD" is what skippers say they save with Murphy Diesels in the hold . . . and with good reason, too. Murphy Diesel fuel economy is *unmatched by any other engine* of comparable power. Murphy Diesel dependability, resulting from simplicity of design and rugged heavy duty construction, has been proved in scores of fishing boats all up and down the coast — it's the kind of engine that gets you out and brings you back, day after day.

Before you power a new boat or repower an existing one, be sure and find out what Murphy Diesel can do for you. Ask your Murphy Diesel Dealer or write direct.

Illustrated above is the "Rainbow Queen", a 64' x 16'1" x 7'4" salmon seiner owned by Capt. Dick Anzulovich, Vancouver, B. C. Her 150 H. P. Murphy Diesel turns a 48" x 38" three blade propeller at 400 rpm through a 3:1 reverse and reduction gear.

GET FULL INFORMATION FROM YOUR NEAREST DEALER

SAN FRANCISCO, CALIF.—Oswald Machine Works, 2936 Hyde Street
SAN DIEGO—Calif. Diesel Technical Service Inc., 205 W. Market St.
SEATTLE, WASH.—Alaska-Pacific Supply Co., 2412 Market St.
VANCOUVER, B.C.—Lipsett Engine & Mfg. Co., Ltd., 1315 Powell St.

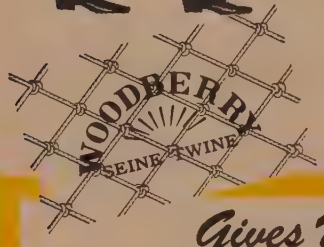
MURPHY DIESEL COMPANY
5301 W. Burnham St., Milwaukee 14, Wisconsin

UNIFORMITY

Makes the Big Difference

In SEINE TWINE

TESTING STRENGTH AND ELONGATION OF INDIVIDUAL STRANDS FOR SEINE TWINE WITH MOSCROP TESTER. This unit automatically tests 6 strands at one time. One of a series of comprehensive laboratory controls throughout production to assure uniformity in all Mt. Vernon-Woodberry products.



Gives You

Greater Uniformity
Greater Strength

Nets made or repaired with Woodberry Seine Twine have the wear and dependability fishermen look for — because Woodberry Seine Twine is produced under precise scientific controls to assure greater strength.

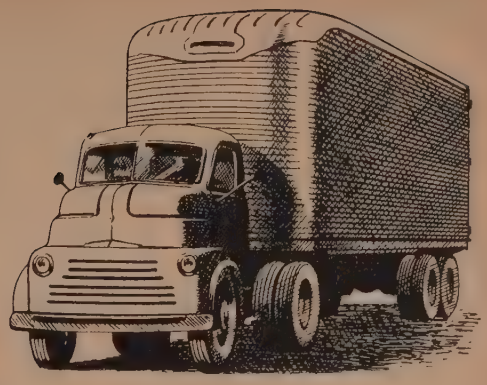
For dependability, weather-tight protection, choose boat covers made of Woodberry Extra Duck — another Mt. Vernon-Woodberry product.

Mt. Vernon-Woodberry **TURNER HALSEY** COMPANY *Selling Agents* 40 WORTH ST. - NEW YORK *Mills*

Branch Offices: Chicago • Atlanta • Baltimore • Boston • Los Angeles

Akron

DOES ALL THREE JOBS *not just one!*



CLEANS as it PROTECTS as it LUBRICATES

NEW TYDOL Heavy Duty Compounded Motor Oil

Trucks and busses, farm and construction equipment, marine and industrial engines—they all take a new lease on life when they're lubricated with great new Heavy Duty Tydols. These high detergency motor oils do more than merely lubricate. They keep engines whistle-clean; provide unmatched protection against wear. All three Heavy Duty Tydols—HD, HD S-1, HD S-2—are made from top quality, high V.I. paraffin base stocks, skillfully compounded with potent "additives." Every quart . . . every drop cleans as it protects as it lubricates. Does *all three* vital jobs; not just one!

SAFEGUARDS ENGINES 10 VITAL WAYS

Each Heavy Duty Tydol remains stable, heat-resistant, non-corrosive • Assures positive lubrication; minimum oil consumption • Prevents clogged oil ducts • Banishes sludge and varnish deposits • Keeps rings from sticking • Insures free-acting valve stems • Permits easier starting • Reduces wear • Contains anti-foam agent • Keeps filter elements cleaner.

THERE'S A NEW TYDOL TO MEET *YOUR* NEEDS!

TYDOL HD. For high speed gasoline, butane, diesel-fueled engines in automobiles, busses, trucks, tractors, stationary units under normal Heavy Duty conditions. SAE grades 10, 20, 30, 40, 50. Sold in cans and drums.

TYDOL HD S-1. Higher detergency level than Tydol HD. For every type of engine subjected to frequent cold starts, and to severe and continued overloading. SAE grades 20, 30, 40. Sold in drums.

TYDOL HD S-2. Highest detergency level of the Tydol Heavy Duty series. For high performance, super-charged diesel engines using all types of diesel fuels, under the most extreme conditions. SAE grade 30. Sold in drums.

Rely on your Associated Representative for expert help on any lubrication problem.

PLAY BALL with ASSOCIATED

Listen to the 25th Year of Associated Sportcasts

TIDE WATER ASSOCIATED OIL COMPANY

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Tide Water Associated Oil Company

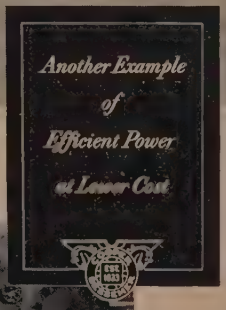
Cooper-Bessemer-powered *Duwamish* rated world's Most Powerful, Most Efficient fireboat

Why Cooper-Bessemer diesels were a natural . . .

WHEN it comes to packing a lot of long-lasting, heavy duty power into limited space, Cooper-Bessemers are *always* a natural!

Seattle's outstanding fireboat, "Duwamish", is a good example. Three supercharged Cooper-Bessemer diesels, driving generators, have replaced steam in this completely modernized 40-year-old vessel. Now, as a result of greatly increased power and new equipment, the "Duwamish" speeds to fires at a 12-knot clip . . . and can "throw" up to 23,000 gallons of water a minute — even while maneuvering at half speed! In short, Seattle firemen are sure that their new Duwamish will easily outperform any other fireboat *anywhere!*

Your plans for building or repowering will be better plans, too, if they include reliable, highly efficient Cooper-Bessemer engines.

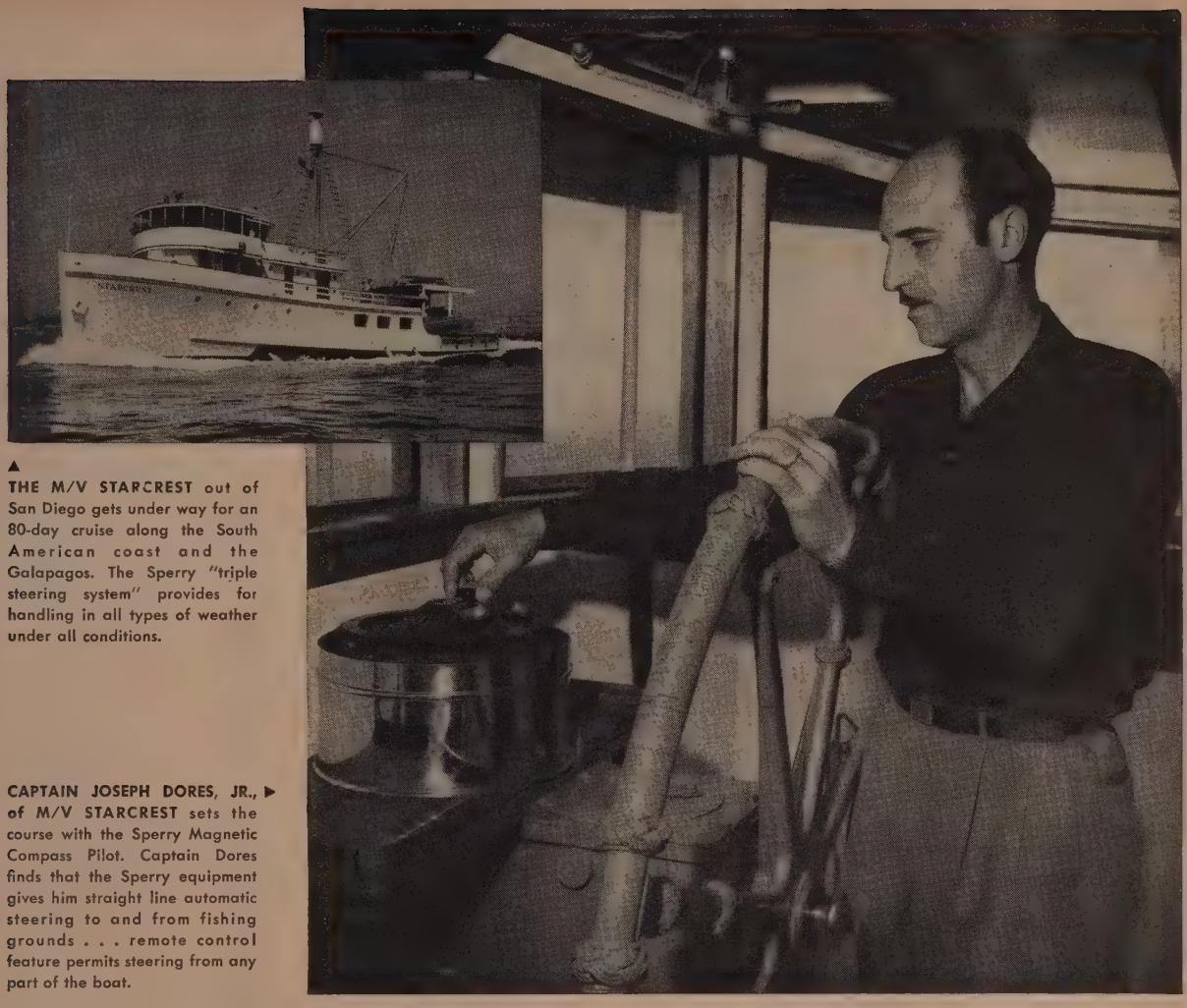


One of the "Duwamish's" 3 main generating sets, each a Cooper-Bessemer supercharged, 950 hp diesel, direct-driving a G.E. 610 kw generator.

The Cooper-Bessemer Corporation

MOUNT VERNON, OHIO — GROVE CITY, PENNA.

29 Pine Street, San Francisco, Calif. 640 E. 61st Street, Los Angeles 1, Calif
Maxwell-Simson & Assoc., 1931 W. Georgia St., Vancouver, B.C. 570 First Av., S. Seattle 4, Wash.
25 W. 43rd St., New York 18, N.Y. Cooper-Bessemer of Canada, Ltd., 95 Hollis St., Halifax, N.S.
49 Duncan Street, Gloucester, Massachusetts.



▲ **THE M/V STARCREST** out of San Diego gets under way for an 80-day cruise along the South American coast and the Galapagos. The Sperry "triple steering system" provides for handling in all types of weather under all conditions.

CAPTAIN JOSEPH DORES, JR., of M/V STARCREST ► sets the course with the Sperry Magnetic Compass Pilot. Captain Dores finds that the Sperry equipment gives him straight line automatic steering to and from fishing grounds . . . remote control feature permits steering from any part of the boat.

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► "The Magnetic Compass Pilot and electric steering equipment aboard the M/V STARCREST have given 'tops' performance," says Captain Joseph Dores, Jr., the skipper. "I can heartily recommend it for the long, severe service encountered on tuna clippers."

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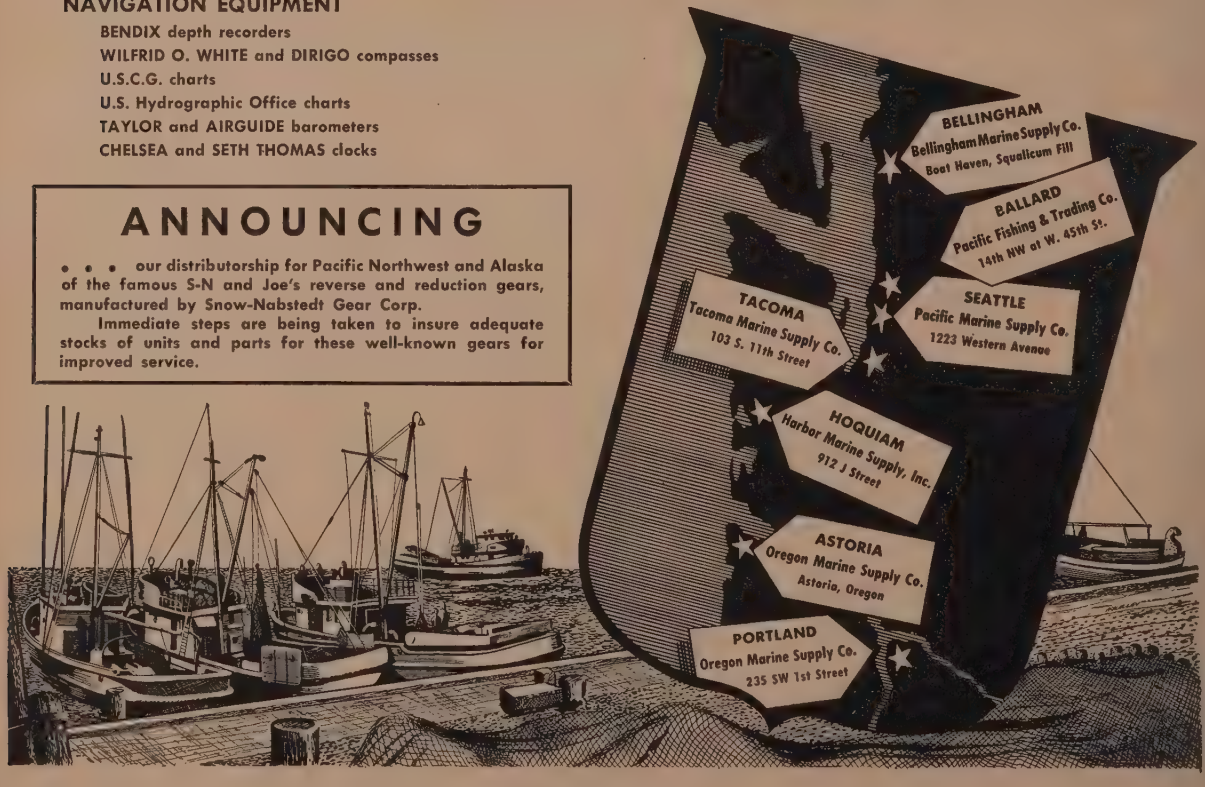

Every machine in the southern California area's sardine canneries was running to capacity early in October when the fishing fleet delivered record daily catches running up to an all-time-high mark of more than 10,000 tons delivered in a single day. Here are sardines in 1-lb. talls going into the pre-cooker in the Pan-Pacific Fisheries, Inc., cannery at Terminal Island.

Early Southern Sardine Fishing Shatters Records

In spite of a 70,000-ton start for the first 13 days of the Southern California sardine season, fishermen and packers alike were skeptical as to how southern waters would produce beyond the first dark of the moon period, ending just after presstime of this issue.

Enough seiners and lamparas sailed out of Los Angeles and Long Beach harbors, Sunday, October 1, to work the banks with the thoroughness of a fine-tooth comb. Estimates put the fleet at from 225 to 250 vessels, many coming down the coast from northern ports.

Certainly the season started off auspiciously. It was 4,600 tons the first day; nearly 6,000 the next; jumped to 8,000; slipped back to 5,500 and 4,500 tons respectively. Then came the big one.

On Saturday, Oct. 7, when canners and workers were figuring a quiet weekend, 10,500 tons came flooding in. Believed to be the greatest one-day gross fare in history for Southern California, the tremendous tonnage swamped the canneries. That wasn't all.

When the last hold had been flooded and brailed, and eveyone went wearily home, Monday morning greeted them with another delivery of better than 8,000 tons. It was a case of sardines, sardines everywhere!

Raw price was $35 per ton. Limits of 70 to 85 tons per vessel were imposed the initial day, then fluctuated for several days, mostly up; then came off altogether. That was when the heavy tonnage seiners really went to town.

Fishermen's Cooperative Association of San Pedro put into effect its new marketing system based on tons caught, as reported fully in the October issue. The Federated Boat Owners' Association also instituted its own marketing plan, similar to the Coop.

Generally speaking, the early sardines were of excellent quality, with best fishing west of Los Angeles harbor. Packers packed as as much as possible, averaging around 18 cases to the ton. Oil content was averaging from 28 to 30 gals. but was expected to drop sharply as the season progressed.

Japanese Treaty Will Ignore Oceanic Problems

Protection of the rights of Americans on the seas, and protection of the productivity of the seas, are regarded by the Department of State as "commercial" matters; and as such they will not be dealt with in the treaty with Japan.

This is made plain, virtually in so many words, in a letter written September 26 by Assistant Secretary of State Jack K. McFall to Senator William F. Knowland of California.

The McFall letter proves that the fears of the Pacific fishing industry with respect to State Department policies touching our high seas fisheries were well founded. From its conception in 1947 the Pacific Fisheries Conference has contended that the international problems of oceanic fisheries must be dealt with in the Japanese treaty if in fact it is to be a treaty of peace, under which the peoples of the Pacific can develop in harmony and well-being.

Mr. McFall writes frankly that Japan will be restored to full standing among nations before such matters as the right of fishery and the protection of the food-producing capacity of the sea are discussed with her.

One authority, commenting on this letter, says:

"It contains two fallacies:

"1. That a fisheries treaty can be as easily negotiated after the Japanese are in position to refuse, as now;

"2. That a 'fisheries' treaty is a 'trade' treaty."

Mr. McFall's revealing letter follows in full:

"Reference is made to your letter of September 15, 1950, to the Under Secretary of State inquiring what position the Department of State plans to take on the question of West Coast and Alaskan fisheries in the preliminary diplomatic discussions of a Japanese peace treaty now being undertaken in New York.

"The present intention within the Department is to seek a very brief treaty which will restore peace and establish desired security and political relationships between the Allies and Japan but which will not deal with particular commercial matters. These, including the fisheries problem, would be the subject of commercial treaties and agreements for which much preliminary work might be done before the conclusion of peace but which would not be completed until after that time.

"As you know, the matter of this country's post-treaty fishery relationships with Japan has been under study within the Department at a high level for some time. In the course of this study, discussions have been held with other interested Government offices, with representatives of the West Coast fishing industry, and with the occupation authorities in Japan. Up to this time the Department has been unable to arrive at a set of specific proposals on the basis of these discussions. You may be assured, however, that when definite proposals have been evolved they will be fully discussed with representatives of the fishing industry before negotiations of a bilateral or multilateral fisheries agreement or agreements with Japan is undertaken."

Puget Silvers, Canadian Chums Feature Autumn Salmon Packing

"One of the best Silver salmon runs in many years" was the way a leading operator characterized the early part of the Puget Sound fall season as this issue went to press.

Chum salmon fishing at that time was just beginning to develop volume, with definite favorable indications. November will be well started before it is possible to form an opinion as to the aggregate character of the Puget Chum run this season.

There were lots of Silvers through the latter weeks of September and well into October, although the volume declined as that month advanced.

Silvers generally were rated good in quality. At the prevailing price, most of them went into cans, although freezing took a part of the catch.

Going price for Silvers through the Puget Sound season was 27c per lb., round, on the grounds—a fancy figure which let the fishermen do very well indeed on the flush fishing.

From several sources it has been learned that numbers of the Puget Sound purse seine crews shared more for their September Silver fishing than they did for the entire summer season.

Purse seiners weren't the only ones who made a good thing out of the September-October Silvers. The LaConner gillnetters were reported to have done exceptionally well on these fish—which normally they do not count on heavily.

Early price of Puget Chum salmon was very high, but buyers anticipated a sharp decline when the fish began to arrive in volume.

Many Chums Imported

The fact that the Puget Sound Chum run had not started in volume did not mean that there was no canning of this grade on the Sound during the first half of October. A number of plants were active on the substantial volume of fresh Canadian Chums shipped into Washington for canning.

Substantial deliveries of these fish were being made at a number of points, principally Seattle, Everett, Bellingham and Point Roberts, with lesser volume at other packing centers.

British Columbia apparently had one of the largest Chum runs on record this fall, and substantial quantities were available for shipment to American packers.

The Southeast Alaska fall season, extending from Oct. 5 to 15 in several districts of Southeast Alaska, was estimated by those close to the situation to have produced as many as 50,000 cases of Chums. There were several canneries active, and fishing was quite heavy during the early part of the open period.

Marilyn Rose, newest clipper from a Long Beach yard, has completed three tuna trips since her commissioning last spring. She is captained by Tony Brown and fishes for the Coast Fishing Co. The 100-footer is powered with a 480-hp. Fairbanks-Morse diesel engine, 2:1 reduction gear, direct reversing. All the pumping equipment and electric motors was supplied by Fairbanks, Morse & Co. For cargo refrigeration there are three 5x5 ammonia compressors driven by 25-hp. electric motors. In the pilothouse are radiotelephone, Fathometer and full engine room controls. There are three auxiliary craft, an 18-foot tuna tender, powered with a 100-hp. Chrysler engine, a 19-foot skiff and a 12-foot work boat. In all there are 12 fish holds, including three bait boxes on deck, two steel wing tanks which serve as combination fuel storage tanks and bait wells, and eight wooden wells below deck, four to port and four to starboard. Her carrying capacity is 177 tons.

9-Month Tuna Pack Tops 1949's Full-Year Record

There was time in early October for Southern California tuna packers and fishermen to pause and observe the year's progress and make some predictions of the last quarter of 1950. At San Diego a strike of cannery workers, AFL — involving all except Van Camp Sea Food Company—had idled thousands a month at presstime, was cluttering the waterfront with impatient skippers and fishermen, who had nearly 5,000 tons of frozen fish in clipper holds, waiting a chance to unload.

The Southern California fleet of hook-and-liners and seiners had flumed 152,994 tons, all grades, by October 1, against 124,396 tons in the same period in '49, an increase of 27,598 tons.

Production combined for San Diego and Los Angeles-Long Beach harbors to October 1, had reached 6,613,141 cases. Thus, with three months to go, the industry had reached a case production 150,000 cases ahead of the total production for all of California in 1949.

L. A.-L. B. Topping San Diego

September added a total of 18,463 tons, of which Los Angeles received 10,642 tons; San Diego, 7,821. For the first time since modern tuna fishing began, San Diego's claim of being the "Tuna Capital of the World" was threatened by the northern district. For the nine months, Los Angeles harbor had received 79,533 tons, and was over in tonnage, 30,171 tons. San Diego had flumed 73,461 and was minus 1,573 tons.

In explanation for this situation it must be said that two reasons are responsible: The modernization of the High Seas Tuna Packing plant; and the strike, which diverted some clippers to the northern port. High Seas is a subsidiary of French Sardine Company.

Fish Price Rise Sought

Announcement was made at San Diego, October 10, that owners and skippers of tuna clippers were planning to seek an increase in the price of all tuna delivered to canneries in 1951. Rising operation costs; higher taxes and large proportion of the catch-price paid to crew members, was given as the reason.

B. C. CHUM RUN PEAKS

Produces Big Pack, with Plenty of Fish for Export

British Columbia's salmon fishing season has been full of surprises. The good news was from an unexpected quarter, as was the bad.

Almost everyone had counted on a bonanza run of Fraser River Sockeyes and, of course, as everyone knows by now, the run was a failure of almost debacle proportions.

On the other hand, few expected such a tremendous run of Chums as actually materialized in British Columbia waters during the latter part of September and early October.

The success of the Chum catch largely compensated fishermen and packers for the losses incurred by the disappointing run of Adams River Sockeyes. Authorities told PACIFIC FISHERMAN that they doubted whether there had ever before been such a heavy Chum run.

At September 30, British Columbia canners had packed 367,407 cases of Chums, with the promise of one of the largest packs in the province's history by the time the season closes. The figures for the B. C. Chum pack tell only a part of the story, because as many Chums, perhaps more, were being shipped fresh or frozen to the United States for canning.

Prices Raised Voluntarily

Puget Sound canners were offering higher prices and were therefore getting the fish. In view of the higher American market, Canadian packers boosted their price to fishermen October 2. The new rates were at least 4c above the minimum established in agreements previously existing between operators and fishermen, as follows: Johnstone Straits, 13c per lb.; Mainland, east coast of Vancouver Island and Fraser River, 12c per lb.; below Estevan on the west coast, 10c per lb.; above Estevan on the west coast and above Cape Caution, 9c per lb.

Coho prices were advanced at the same time, those caught below Cape Caution and below Estevan, 20c per lb.; above Cape Caution and Estevan, 18c per lb.

The operators reserved the right to revise the schedule downward should the market decline. A possible influence would be the freeing of the Canadian dollar from its pegged 10% discount in terms of U. S. funds. The Canadian dollar's immediate reaction was to climb 4 or 5 points, thereby reducing the premium previously offered by U. S. buyers in their dealings with Canadian fishermen.

Boats Make Good Return

Gillnetters were reporting good returns early in October and combined catches in the Fraser River area, where the Adams River failure had depressed fishermen a few weeks previously, showed average earnings from $60 to $110 per boat for 24 fishing. One high boat off Steveston hit a school of fish and netted 362 lbs. of Coho and 3272 lbs. of Chums. A gillnetter off Cottonwoods caught 2237 lbs. of Chums. During the last week in September, an average of 73 seine boats in Johnstone Strait made an average catch per boat of 1617 Chums, 349 Cohos and eight Pinks. With an average of 107 gillnet boats operating in Johnstone Strait the average catch per boat was 115 Chums and 41 Coho. In Kingcome Inlet during the same period 20 gillnetters caught an average of 112 Chums per boat and 32 Coho, and in Knight Inlet 72 gillnetters caught an average of 84 Chums and 60 Coho per boat.

After a series of closures to permit Sockeyes to ascend the Fraser to the Adams River spawning grounds, Sockeye fishing was reopened in all Canadian waters including the Fraser September 25.

Sockeye gear as well as large mesh nets were permissible until November 1. All Commission controls over the taking of Sockeyes in Canadian waters ended at 8 a.m., October 2, and from then on fishing was under regulation by the Department of Fisheries.

Pack Up to Last Year

There are indications that the overall salmon pack for British Columbia in 1950 will be more than 1,400,000 cases, or about the same as in the previous year, but because of the preponderance of the less expensive grades it will not be such a valuable pack as had been anticipated. Even the Sockeye pack was well over 400,000 cases, the highest since 1946; but the fish were caught mostly in the north and not in the Fraser.

California Albacore Sets New Record

A new record for Albacore landings at Southern California canneries was assured by October 1, when the catch for the season had reached 23,380 tons, against a total for all of California in 1949 of 21,030 tons, and deliveries continued briskly into October.

Landings at Los Angeles harbor during September were an astounding 5,133 tons, while San Diego was fluming 2,364 tons. Deliveries to Los Angeles harbor were from Mexico, local waters and from Northern California ports, trucked south; while San Diego's was mostly from Mexico, although some tonnage arrived from the north.

From June 1 to October 1, Albacore unloaded at Los Angeles harbor from strictly California waters, north and south, amounted to 8,697 tons, one of the heaviest figures in years. Arrivals there of frozen Albacore from Japan were 648 tons in October.

Raw price of $400 per ton remained fairly stable; there was some fluctuation, noticed particularly in northern areas. Some trucked Albacore from Monterey was estimated to have cost Southern California packers around $460 per ton, laid down.

Although fished by a greatly reduced fleet, Mexican waters as far south as Guadalupe Island were reporting still yielding in October. The main catch, however, had shifted to central and northern California.

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SOCKEYE SPAWNING SALVAGED By Drastic Closures of Fraser Fishing

This year's Adams River Sockeye pack may have been a headache to the fisheries scientists and a costly experience for the industry, but it had its element of consolation in that a fair escapement of spawners was secured.

The melancholy fact that the actual commercial catch was insignificant when compared with the run of 10,000,000 or more Sockeyes generally expected by the industry is redeemed to some extent by evidence that the escapement to the spawning grounds as a result of drastic conservation measures probably exceeds 800,000 fish.

Members of the International Pacific Salmon Fisheries Commission and its advisory committee saw some of this evidence, in spectacularly gratifying form, when they visited the Adams River and Little River spawning areas October 12 and 13 following their business sessions at Kamloops, B. C.

They saw a continuous red parade of salmon in migration—convincing indication of a good spawning of Sockeye to come.

Disaster Proves Need For Further Research

Expected criticism of the Commission for its arbitrary closures at the peak of the weak run failed to materialize at the Kamloops meeting. There was an inclination on all sides to write off the 1950 Adams River run as one of those unavoidable failures for which man may not yet have the full explanation, but a failure calling for even more intensive research in the future to prevent its repetition.

This does not mean that the Commission did not have an answer for what happened—a partial one, anyway, not yet fully demonstrated, but seemingly logical. Anyway, confidence was expressed in the Commission, modified only by a general realization that there are still many things to be found out about the private life of the Sockeye salmon.

Senator Thomas Reid, chairman of the Commission, made it clear at the outset of the conference with the advisory committee that the Commission's officers had made no forecast of a huge run on the Adams River, and it was unfortunate, he said, that some irresponsible predictions had been made in other quarters.

"The fact is that PACIFIC FISHERMAN pointed out quite clearly that the Commission wished to warn everyone against over-optimism," said the Senator. "I know there has been hostility towards us, but I feel

At the Kamloops' Sockeye Commission Meeting

Upper left: The four commissioners present: Olof Hanson and Senator Thomas Reid, representing Canada; A. M. Day and Edward W. Allen, United States commissioners. A. J. Whitmore of Canada could not be present; and Alvin Anderson of the United States group died shortly before the meeting.
Upper left: Advisors representing Canadian fishermen: H. Stavenes, vice president, United Fishermen's Union; Alex Young, United Fishermen's Union; A. E. Carr, Fishermen's Cooperative Association; Pete Janewin, United Fishermen's Union.
Lower left: Ritchie Nelson, Nelson Bros. Fisheries; Loyd A. Royal, chief biologist, International Pacific Salmon Fisheries Commission; H. N. Hyland, executive sales manager, William Harrison, industrial relations manager, R. E. Walker, vice president, and Kenneth Fraser, manager Imperial Cannery, all of British Columbia Packers, Ltd.
Lower right: John Plancich, manager, Fishermen's Packing Corporation; Walter P. Shiel, W. P. Shiel & Co., Seattle Brokers; Robert Schoettler, acting director, Washington state department of fisheries.

sure that when you hear the whole story and see what is happening today on the Adams River you will find proof that we acted wisely in halting fishing when we did. I tell you fearlessly that we acted in the best interests of the industry; and if we had acted otherwise we would not have been doing our duty under the treaty. Loss of the commercial pack to the Canadians is unfortunate, but I would remind them that *in the five years of the Commission's regulation of the catch the Canadians are some 240,000 fish ahead of the American fishermen.*

Industry's Loss Deplored But Held Inescapable

To Loyd Royal, acting director and chief biologist of the Commission, fell the task of explaining some of the possible causes for the partial decline of the 1950 Adams River run—the first such decline since efforts were first made to rebuild the fishery in 1922. "We don't claim to have all the answers," he said. "We're not guaranteeing anything, and all of the problems can't possibly be solved at once; especially since several decades of research have failed to solve them elsewhere."

But the Commission, said Royal, feels pretty sure that *variations from normal in the character of the 1946 escapement were a major contributing cause of the 1950 decline.* He discounted the possibility that the Fraser River floods of 1948 were an important influence, because other races were seemingly not affected. He pointed out that *the Adams River Sockeye had never been seriously affected by the Hell's Gate obstruction and that the 1950 run was not a test of the fishways in any way since the parents did not use the fishways at all in 1946.*

1946 Delayed Run, Low Temperatures Held to Blame

The Adams River run, it was recalled, began to increase in size when the Adams River splash dam ceased all operation in 1922. By 1942 the population numbered about 10,000,000 fish. Commission observers were well aware that (a) *the large escapement in 1942 did not provide an increase in the size of the 1946 run.* They also noted that (b) *the 1946 run was late and a delayed escapement of 2,400,000 Sockeyes was further aggravated by extreme low water* in the Fraser and Thompson river canyons. In fact, (c) *the fish arrived on the spawning grounds over two weeks later in 1946 than was considered normal* and (d) *during the spawning period water temperatures dropped below the minimum previously recorded during the peak of spawning for any race of Sockeye.*

Mr. Royal presented diagrams to show the effect of scientific tests carried out last year at the University of Washington to determine the influence of water temperature on spawning. Controlled temperature studies by the Commission's staff indicated a low survival of fry from eggs deposited at low initial water temperatures, similar to those noted at the peak of spawning of the Adams River run in 1946. A delayed development of eggs as a result of this low initial temperature further indicated the possibility of upsetting the normal fry development time as related to the normal food supply cycle of their lake residence.

Commission observers likewise noted that the run of 3-year-old males in 1949 declined to approximately 30% of the number in similar runs preceding the arrival of the large 1942 and 1946 population.

Escapement Obtained At Expense of Industry

Mr. Royal said that 800,000 Sockeyes were already indicated to be on the spawning grounds, and that if a million fish reached the grounds it would fulfil the Commission's hopes. To obtain maximum spawning a migration of more than 1,500,000 fish was not desirable. "If we had 800,000 to a million fish on the grounds," said Mr. Royal, "the Commission felt that the number would be sufficient to seed the area adequately. The unfortunate fact is that we obtained this escapement at the economic expense of the industry, but we are proud of that escapement and we feel that we have done all that we could biologically, practically and economically to guarantee a run of fish in 1954, when the run can be entirely normal. The spawning fish are in perfect condition and are reaching the spawning beds at the most productive time."

In other words, *the conditions on the spawning beds this season were just right, and in marked contrast to those of 1946.* Every race of Sockeyes in the Fraser watershed arrived at the spawning grounds during a favorable temperature cycle, and peak spawning took place when the temperature ranged between 55 and 50 degrees, ceasing at 48 degrees. The 1946 run was 15 days late. In that year there was no continuous movement of fish as there was this year.

"We are trying to do what no one else has yet done," said Mr. Royal. *"We are hoping to reach the point where we can establish in advance the maximum catch which can be taken by the fishermen while allowing for the perpetuation of each population at its most productive level.* Only through a thorough understanding of at least the fresh water phase of the life history of the Sockeye, be it the egg, fry, or yearling stage, can a scientific management of the fishery be realized. As escapements increase in number in once almost barren areas, certain adjustments in the productivity of the population of each race of Sockeye will occur. Dominant years of production may begin to show themselves as they did before 1914."

Mr. Royal also described ring count tests as indicative of Sockeye growth and as a measure of determining the most effective number of spawners in a given spawning area. He reported that the large number of Jacks appearing this year was a favorable indication for the next year on the basis of 1947 escapement.

Sockeye Migration Routes And Treaty Jurisdiction

Members of the advisory committee asked whether the possibility that large numbers of Adams River Sockeyes passed though Johnstone Strait might account for consistently lower American catches, but Commission spokesmen said there was inconclusive evidence on this point, and *Senator Reid said that if Sockeyes did use Johnstone Strait in large numbers they should not be considered within the jurisdicition of the treaty*—a point that was challenged by Commissioner E. W. Allen.

John Plancich, representing the Americans on the committee, expressed approval of the Commission's emergency closures this year as a move towards effective rehabilitation.

The meeting passed a vote of condolence to Mrs. Alvin Anderson on the death of her husband, a valued member of the Commission.

Several important decisions regarding commission personnel and staff were left in abeyance in view of the fact that only four members of the Commission were able to attend the Kamloops session.

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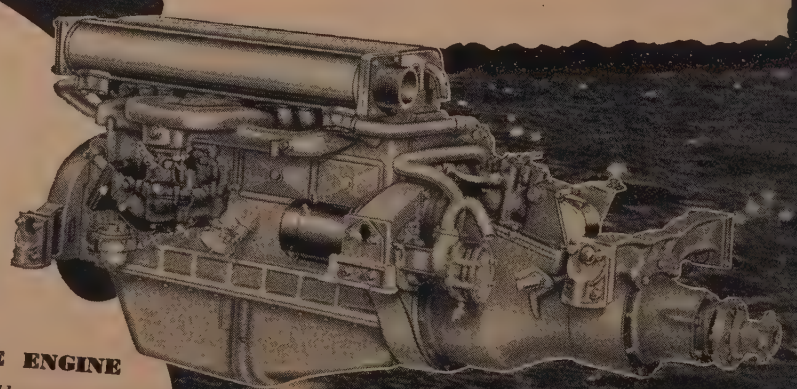

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Sockeye Flop Accents Case for Average Tax

British Columbia operators contend that their experience this season with the Sockeye run on the Fraser underscores the need for income tax assessment on the basis of "average" profits.

"The story behind the story of the failure of the Adams River (Sockeye) run and other lesser races of Sockeye salmon to the Fraser River this Fall becomes the greatest story of the year yet to be told," observes the Fisheries Council of Canada in a recent bulletin.

"Sharply reduced volume of salmon catches resulting from various runs of different species of salmon being depleted from time to time through the vagaries of nature is a condition which the fishing industry of British Columbia has faced through the years.

"This has happened not alone with salmon, but with pilchards and to a lesser extent herring and other species. The canning industry contends that the glaring example of the failure of the Sockeye runs to the Fraser this year clearly justifies the industry's claim that the federal government should broaden its application of the income tax regulations to permit profits in all phases of the fisheries being assessed on an average of years. The various cyclical aspects of sources of supply, which are the determining factors in volume of production and consequent profit and loss position should be taken into account."

Northern Sardine Fishing Dismal and Disappointing

The northern California sardine season was in the doldrums again up to presstime.

No fish were landed in San Francisco after the first few days of the season, except fish brought in by truck; and hardly any fish were being landed at Monterey to Oct. 11.

As a matter of fact, there wasn't a single purse seiner in San Francisco Bay, or so it appeared; and there were only two or three purse seiners in Monterey harbor on Oct. 11. All the boats had sailed to southern California where the chances were better.

The catch for the season as compared to last year, tells the story: San Francisco through Oct. 13, 1950, 12,315 tons; through the same date in 1949 — 7,522 tons; Monterey through Oct. 13, 1950—19,476 tons, as compared to 10,416 tons for the same period last year.

The greatest run of mackerel in Monterey's history took place during the latter part of September, and more than 10,000 tons were landed in one week. Cannery workers in most plants worked double shift during the mackerel run.

As September waned, Monterey fish canners and fishermen turned toward southern California, where the season opened Oct. 1. Their thoughts were on hauling fish up from Port Hueneme, Morro Bay, and other points to Monterey as had been done a number of times in the past. This process adds about $20 per ton to the price of fish.

However, fish were reported south of Piedras Blancas, and the Monterey fleet prepared to sail south after them.

Some Monterey boats even hauled their catches all the way north to Monterey from Point Sal and other far south points, as the southern California sardine season opened.

As the southern California season progressed, Monterey boats were not only hauling their fish into Monterey, but were landing them at Port San Luis, Avila, Santa Barbara and Port Hueneme, whence they were transported by iced tank trucks to Monterey for canning.

As of Oct. 9 about 4,783 tons of sardines had been landed in Monterey of which 2,196 arrived by refrigerated truck. The rest of the fish were caught in southern California waters by the same boats that brought them to Monterey.

Echoes of a labor dispute between Westgate-Sun Harbor Co. in San Diego between the management there, the Food, Tobacco & Agricultural Workers Union (Ind.), and the Sailor's Union of the Pacific (AFL), were heard in Monterey, when the Monterey plant of Westgate-Sun Harbor Packing Co. was picketed by delegates from the San Diego SUP, AFL. Members of the Monterey Cannery Workers Union (AFL) respected these picket lines, and refused to pass through them. There was no dispute between Westgate-Sun Harbor Packing Co. and the Monterey Fish Cannery Workers Union.

Sardine Oil Price Firm; Meal Weak

During the first week of packing the Southern California sardine season the fish were in excellent condition, and early runs showed a general average of 28-30 gals. of oil per ton. Before the season opened sardine oil was quoted at 10.5c per lb. but climbed quickly to 12.25c to 12.5c as operations got under way.

Meal, on the other hand was weak, and dropping after October 1. The preseason quotation had been around $2.25 per protein unit, but the price quickly fell to $1.90.

Mackerel Nears Million-Case Mark

Mackerel packing in Southern California appeared well on its way to a million-case pack for 1950 as October fishing got under way. By that time the production had reached 754,000 cases and although opening of the sardine season would naturally slow mackerel down, it would seem a million-case pack or better could be anticipated.

September was the largest month of the current year to date, with 11,277 tons delivered, and 225,471 cases packed. Movement of the canned product was fair, but not as brisk as packers would like who have had to be content with the majority of raw product delivered being Jack mackerel. Pacific quotations remained firm at from $6.25 to $6.50, talls, 48; Jack was slipping and quoted at from $5.25 to $5.50.

Pacific was picking up in September as the large fleet of "scoopers" went into action, while the seiners, responsible for most of the Jack, diverted to straight sardine fishing. Most of the Pacific was being fed by scoopers to the three Newport canneries. There the raw price for Pacific was said to be $40 per ton, a drop of $10 below that paid for Pacific delivered by seiners to Terminal Island canneries.

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View of the decorated seiners as the fleet prepared to move out for the parade at the San Pedro Fishermen's Fiesta, held annually just prior to opening of the Southern California sardine season. Here the seiners are tied up at the new Berth 73 in front of the Fishermen's Cooperative Association, loaded with families and friends just before start of the 20-mile colorful parade. It was estimated that 100,000 persons participated. The fishing fleet was blessed by Eugene Cardinal Tisserant of Rome.

Strike Applies Brakes to Rocketing Rise of California Tuna Production

The fact that the Southern California tuna pack to Oct. 1 was more than 500,000 cases above the same period in 1949 was not giving the canners much concern.

Two reasons were responsible:

The AFL cannery strike which started September 18, affecting all canneries at San Diego except the Van Camp Sea Food Company plant, which is CIO; and

Second, that canned tuna was moving well throughout the country, the Atlantic seaboard being the only weak spot.

The cannery strike effectively cut off production in large plants like Westgate-Sun Harbor Company, High Seas Tuna Packing Company and San Diego Packing Company. People's Packing Corporation, now known as West Coast Packing Corporation, San Diego plant, was not completely involved because West Coast officials maintained transfer of control to the Long Beach concern, cancelled the AFL contract.

The strike will cut down the year's potential, in spite of the fact that raw tuna was pouring into San Diego harbor, being held in refrigerated holds. Released, this tonnage caused a concentrated period of packing.

However, being held in port for periods up to 30 days, clippers will lose from half to a full trip this year, and the gross pack will suffer accordingly.

At the beginning of October a shortage of the canned product developed, but this was expected to be quickly relieved when available raw fish was unloaded from clippers in port.

Due to slowing down of Japanese imports of canned tuna, private label business was picking up along the eastern seaboard, where it had been almost completely shut out when the estimated 650,000 cases of Japanese imports were flooding New York and New England markets.

As of October 1, Japanese white meat, fancy, was reported being quoted at $15.75, but this increased price was believed mainly due to larger takes by importers. Japanese landings at New York were fairly heavy of White Meat during September; and 30,000 cases was reported unloaded at San Francisco.

With the Japanese winter season just opening up, the trade expected the Oriental product to arrive in increased quantities in an effort to get as much in before the duty rises from 22½% to 45% December 31.

Imports of canned bonito into the eastern markets to October 1 were reported as around 375,000 cases from Peru.

Alaska Crabbing Slows

Southeast Alaska crab operations were closely curtailed by mid-to-late September storms, and future operations through the fall period will be confined to inside waters.

In the last week of September the fleet working for Pacific Pearl of Alaska, Inc., out of Ketchikan pulled its gear from Dixon Entrance waters. A few boats were intending to do some inside fishing, partly for the purpose of proving grounds for the future.

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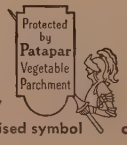

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Echo-Sounders Pin-Point Individual Fish; Tell Trollers Depths at which to Run Gear

Detection of individual salmon, and determination of the depth at which they are swimming, is perhaps the newest direct application of echo-sounding instruments to the business of fishing.

Announcement of this accomplishment was one of the highlights of the recent meeting of the Pacific Marine Fisheries Commission at Bellingham, Wash. It came out almost incidentally in a report by Donald H. Frey, California Bureau of Marine Fisheries biologist, on that agency's salmon-tagging studies.

He said that the California research vessel *N. B. Scofield,* engaged in trolling for salmon for tagging purposes north of San Francisco found very poor fishing. This ill fortune was shared by commercial trollers working in the vicinity.

It was then noticed that the chart on the *Scofield's* Bendix depth-recorder showed a considerable number of small "pips" in a generalized horizon — and that the "pips" seemed to be in motion. They did not at all resemble the markings which indicate schools of fish, but were tiny, scattered marks.

It was reasoned that these "pips" mighty possibly be salmon, and the *Scofield's* trolling gear was adjusted to fish at the depth indicated — with immediate results. Where no salmon had been taken at the depth fished previously, they now were taken at the depth indicated by the instrument.

News of the *Scofield's* successful fishing at the sounder-indicated level was radioed to commercial trollers working in the vicinity. They mended the rig of their gear in accordance with the tip — and started getting fish.

GROUPS AT THE PACIFIC MARINE FISHERIES COMMISSION MEETING

John N. Plancich, manager, Fishermen's Packing Corporation, is speaking in the upper left if favor of a tolerance in the minimum size limits on ocean-caught salmon. To the right of him are seen Donald H. Fry Jr., California biologist, Dr. Richard Van Cleve, acting director, University of Washington school of Fisheries; Upper right picture: Harold E. Lokken, Fishing Vessel Owners Association; Alvin Anderson, chairman of the commission; Bert Johnston, manager, Fishermen's Cooperative Association; Floyd L. Wright, secretary, Columbia River Packers Association.

Middle row: A. Moan, Halibut Producers Cooperative; Egill Peterson, Washington advisory board; W. B. Johnson (in the rear), Seattle manager, Fishermen's Federation; George Greenwell, Fishermen's Federation, Vancouver, B.C.; Donald McKernan, director of research, Oregon Fish Commission; Loyd A. Royal, chief biologist, International Pacific Salmon Fisheries Commission.

Lower row: Andrew Naterlin, New England Fish Co., and Arthur Paquet, Offshore Fishing Vessel Owners Association, Oregon advisory board; Dr. W. M. Chapman, U.S. Department of State; Anton Sorensen, manager, Union Fishermen's Cooperative Packing Co.; George Harry, Oregon biologist; Dr. J. Lawson Hart, director, and K. S. Ketchen of the Pacific Biological Station, Nanaimo, B.C.

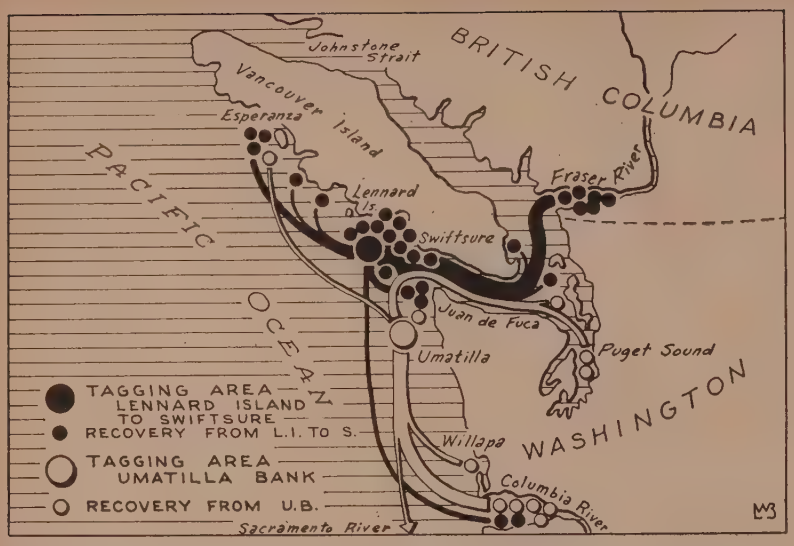

Chart showing dispersal of Chinook salmon tagged at Umatilla Bank and the area from Swiftsure to Lennart Island in 1949. Note how Umatilla fish are largely recovered in the Columbia River; and how most Swiftsure salmon run to the Fraser River. Note also how few salmon from either area are taken in Puget Sound proper; and also the noteworthy degree to which the Swiftsure salmon are recovered in the area of tagging, even though they may not be retaken until the following year.

Later tests by the *Scofield* confirmed the fact that the depth-recorder could point individual fish, thus opening up an immense field of effective aid in salmon trolling.

In some cases the *Scofield's* sounder has shown salmon "pips" moving about in what showed on the record as a haze or smudge. Although proof still is lacking, this haze has been diagnosed as a dispersed school of herring or other small fish on which the salmon were feeding.

Oregon Kings Take Lead

Reports on ocean fishing for salmon at the Bellingham meeting produced numerous interesting points.

Donald R. Johnson, Oregon assistant director of research, reported that the Oregon troll Silver fishery had undergone a severe decline, but that the Chinook catch had been well maintained, and that the *Chinook catch recently has exceeded that of troll Silvers* for the first time in many years.

He said that all Silvers tagged off the Columbia River primarily are being recovered in Puget Sound. From 40 to 65% of the troll Chinooks taken off Oregon are in their third year.

He said that 61% of the fish tagged can be unhooked and released in "good" condition; that 21% are rated in "fair" condition; and that 17% are in "poor" shape.

He said, however, that there is no material difference in the percentage of recoveries of tagged fish, regardless of their evident condition at time of tagging. He said the evidence indicated that hard-hooked fish suffer no greater mortality after release than those lightly hooked.

Donald Kauffman, in charge of Washington's troll salmon studies, presented some interesting data on migrations of Kings tagged in the general area off the Straits of Juan de Fuca. He said that *fish tagged on Umatilla Bank largely are recovered in the Columbia River, and but few in Puget Sound.*

On the other hand, *Kings tagged on Swiftsure Bank, only a short distance north of Umatilla, run primarily to the Fraser River.*

Another interesting point was that few tagged salmon are recovered on Umatilla Bank, while a large proportion of the Kings tagged on Swiftsure are subsequently recovered there — often in a later year.

Small New Cannery

J. H. Hoekzema, who fishes several boats out of Kasilof, Cook Inlet, put in a small canning outfit and this season packed about 150 cases of Red and Coho halves (48), which he sold through Gavin Bros., Inc., Seattle. Mr. Hoekzema passed through Seattle late in September on his way to Michigan for the winter.

Autumn Albacore Fishing Frantic Off San Francisco

Northern California was in the throes of Albacore fever last month, as the district experienced one of the heaviest runs of the tuna history of the fishery.

Especially hot and heavy was the fishing out of San Francisco. Neil Burton, skipper of the *Soupfin,* Seattle, reported that he caught 20 tons of Albacore in a day and a half.

The small boat *Jo-Ann* came in to San Francisco with an almost capacity load, and reported that she had caught 847 fish in four hours, about 4½ tons.

Oct. 10 was one of the biggest days at San Francisco's Fishermen's Wharf. Boats were lined up five deep to unload, and fish were being dispatched to canneries on the Columbia River, Southern California, and right in San Francisco. A shortage of trucks and unloading facilities held back operations. One fish-buying company received 200,000 lbs. in one day.

It was estimated that to Oct. 10, about 3,000,000 pounds of Albacore had been landed in San Francisco alone. Boats were averaging five to 10 tons per trip.

Heaviest fishing at the middle of the month appeared to be from 75 to 100 miles off shore, and between Fort Bragg and San Francisco.

The price for Albacore varied. It started at $400; went to $410, it was reported at Moss Landing; dropped to $350; and finally in San Francisco on Oct. 10 it was $375 per ton.

Monterey had enjoyed an earlier Albacore boom, when in one week more than 1,513 tons of fish were landed at Monterey and Moss Landing.

Some of the Columbia River vessels fishing the Northern California concentration of tuna ran their catches back to their home port, occasionally producing some of the heaviest daily deliveries of the season at Astoria.

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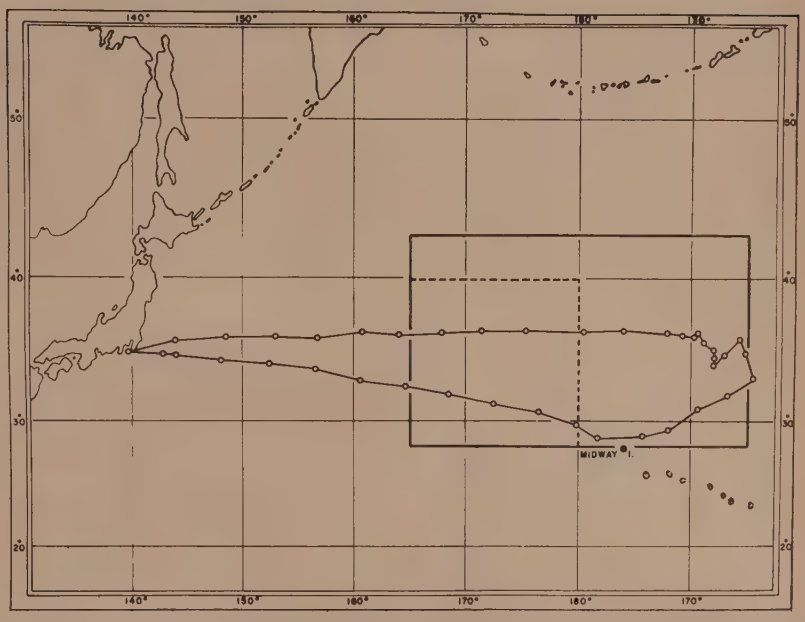
The Japanese Albacore Fishery Of the North Central Pacific

By W. G. Campen[1]
and
B. M. Shimada[2]



Area covered by Japanese Albacore explorations prior to the war. The solid line encloses the survey area set up by the Japanese government. The dotted line encloses that portion of the area which has been reopened to Japanese exploitation by a recent SCAP directive. The track is that of an exploring cruise made by the Fuji Maru in the summer of 1938.

Recent developments have focused a renewed interest on Japanese activities in the Albacore fishery in the area north of Midway Island. On September 19, 1949, a SCAP directive granted the Japanese permission to extend their fishing grounds eastward to 180° east longitude between 24° and 40° north. That the Japanese were ready and anxious to take immediate advantage of this opportunity to return to one of their most promising prewar fishing grounds is evidenced by reports that vessels shortly thereafter returned to Japan with sizeable fares of Albacore from the newly-opened area. A probable reason for the Japanese' eagerness to exploit these albacore grounds is revealed in a news story of September 25 which reported the shipment of 1,200 tons of frozen Albacore from Japan to West Coast canners.

The area north of Midway was the scene of one of Japan's most impressive efforts at fisheries development in the years immediately preceding the war. Faced with a need of foreign exchange and a falling off of the Albacore catch from coastal waters, the Japanese government heavily subsidized the exploration of new fishing grounds in an ambitious program which, in point of vessels and personnel involved, is without parallel on the eastern side of the Pacific. The historical background of these developments makes an interesting study of the way in which national tastes and eating habits can influence the growth of a great international fishery.[3]

Japanese Valued Albacore Only for Export Market

The Albacore has, of course, been known to the Japanese for many years, probably ever since they first began to fish for Skipjack, but it was regarded by them until rather recent times as a worthless fish, or even as a nuisance. The Japanese consume the greater part of their tuna catch either in the form of raw fish, for which the larger species such as the Bluefin tuna, Big-Eyed tuna, and Yellowfin are favored, or in the form of dried fish-sticks, which are produced almost exclusively from Skipjack. Albacore, with its pale soft flesh, is not esteemed as raw fish nor does it lend itself to the manufacture of a good dried product. The Japanese, moreover, believed that the Albacore was particularly adept at stealing bait from longline hooks, and one of the common names for it was *esatori* or "bait-taker." A certain amount of Albacore was caught, however, by skipjack boats fishing with live bait off the coasts of the main Japanese islands, and during the '20s the Japanese discovered that canned Albacore was very favorably received in foreign markets, particularly in the United States. From that time until the outbreak of the war the fishery underwent a rapid development, the catch at all times being regarded primarily as an article for export.

Two District Fisheries Developed for Albacore

As the Japanese Albacore fishery developed during the '30s it had two quite separate aspects. There was a summer fishery which was primarily carried on by live-bait boats operat-

[1]Translator, Pacific Oceanic Fishery Investigations, U. S. Fish and Wildlife Service, Honolulu.

[2]Fishery Research Biologist, Pacific Oceanic Fishery Investigations, U. S. Fish and Wildlife Service, Honolulu.

[3]The information upon which this article is based was drawn from a number of Japanese sources, the most important being the reports of the Fisheries Bureau of the Ministry of Agriculture and Forestry covering the Albacore explorations of 1938 and 1939, the report of the conference on the Albacore fishery held under the auspices of the Society for the Promotion of Marine Fisheries in 1936, as published in the magazine Oceanic Fisheries *Kaiyo Gyogyo*, No. 4, 1936, and a manuscript history of the Japanese offshore fisheries compiled by a group of Japanese fisheries experts for the Fisheries Division of SCAP.

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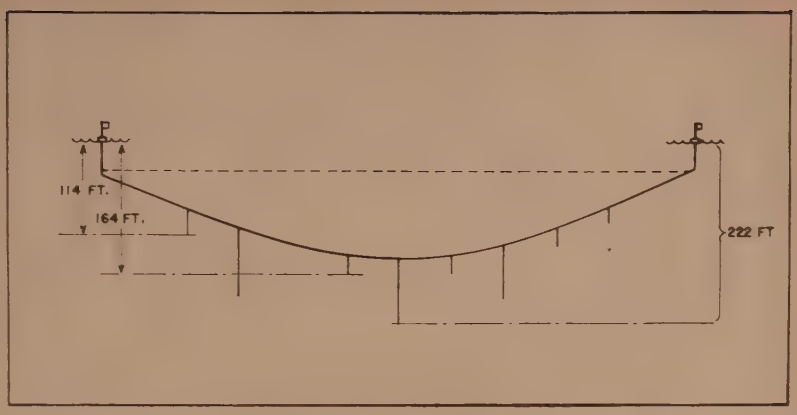
ing within 500 miles of the coast of Honshu, and an offshore winter fishery by longline[4] vessels which fished up to 1,700 miles east of northeastern Japan. The summer Albacore fishery moved northward along the Japanese coast with the Skipjack fishery, but the catch tended to be concentrated in the spring months when the Skipjack fishing had not yet got into full swing. The Albacore fishery did not extend as far north as the Skipjack fishing grounds off northeastern Japan, where the greater part of the Japanese Skipjack catch is taken, and in any case there appears to have been a tendency for the fishermen to abandon Albacore fishing as soon as the Skipjack became more abundant. On the winter grounds in mid-Pacific, the centers of fishing activity for Albacore seemed to progress from north to south during the season. This fact gave rise to the hypothesis that there was actually a great circular migration of fish in a clockwise direction between about 24° and 44° north latitude. Some Japanese fisheries authorities believed, however, that there were three separate Albacore populations which simply moved north and south with seasonal changes in the water temperatures. Albacore grounds were believed to be limited to temperatures in the range of 59° to 70° F., with 63° to 66° being optimum.



An example of Japanese longline gear used in Albacore fishing. This particular basket of line, fished by the *Mie Maru* in 1939, had a trunk line 150 fathoms in length which carried 11 branch lines (not all of them shown in the sketch), each with one hook. The eight short branches were primarily designed to catch Albacore, while the three longer branches caught big-eyed tuna, marlin and shark.

Catch Falls Drastically; High Seas Fish Inferior

As Japan began her ill-fated adventures on the continent of Asia her need for foreign exchange grew more pressing and the government placed increasing emphasis on the expansion of the Albacore fishery with its high-priced exportable product. At the same time, however, a number of unfavorable circumstances were operating to reduce the fishery to a very low rate of production. For reasons as inexplicable as those which had brought about a similar phenomenon in the California Albacore fishery, the summer schools had begun to decline in abundance. The decline was so rapid and drastic that the Japanese summer catch fell from 12,000 tons in 1931 to only 1,600 tons in 1936. There had been in the meantime an increase in the catch on the winter grounds which compensated in part, though not entirely, for this drop, but here a further difficutly arose to plague the Japanese. Not only were the fish from the winter grounds more expensive to take because of the longer distances involved and the larger vessels required, but for some reason about which the Japanese did much speculating with little result, the flesh of the winter fish was much inferior in quality to that of the summer Albacore and a large percentage of the catch had to be rejected as unfit for the export trade. An added complication arose when a number of large vessels which had been fishing for Albacore switched over to the Skipjack fishery with the result that there was over-production of Skipjack accompanied by a ruinous decline in prices.

In September of 1936 a major conference of representatives of government and industry was held under the auspices of the Association for the Promotion of Marine Fisheries. The problems of the industry were gone into thoroughly, probable reasons for the decline in the summer Albacore catch and the poor quality of the winter catch were discussed, and the conclusion was reached that the best way out of the difficulties in which the fishery found itself would be to conduct exploratory fishing to determine whether Albacore could be taken on the mid-Pacific grounds in the summer as well as in winter. As a result of this conference the Japanese government planned a program under which grants of funds would be made to prefectures which would permit their large research vessels to take part in a coordinated exploratory expedition under the direction of the Ministry of Agriculture and Forestry. Invitations to participate were issued to all of the prefectures having an interest in the Albacore fishery and detailed plans were drawn up specifying the items of expense which would be paid by the central government and the conditions of procedure and standards of performance which would have to be met in order to qualify for subsidies.

Subsidized Exploratory Fishing

Eleven prefectures responded to the invitation and 11 vessels, ranging in size from 104 to 269 tons, took part in the first program of exploration from May 1 to September 30, 1938. The area covered by the survey was between 165° west longitude and 175° east longitude and 28° and 44° north latitude. This was further subdivided into three survey areas of equal extent, with three vessels assigned to the easternmost area and four to each of the others. A total of 31 trips to the fishing grounds were made by the 11 participating vessels, all but two of them making three cruises apiece. Longlines were the principal gear employed although some surface fishing by conventional pole and line methods was conducted, and a total of 308 stations were fished. During this expedition, 11 hooks were used per bas-

[4]The longline method of fishing is an exclusively Japanese development for fishing subsurface levels which has been applied profitably to the Albacore industry. The gear consists basically of long cotton lines which are suspended at various depths by means of surface floats. A number of baited hooks are hung from this main line, and the number of hooks used and their spacing are governed by the depths fished and the species sought.

fame makes the name

wherever you hear about tuna, you hear about AVONDALE built clippers, the Paramount, the Santa Helena, the Sun Jason — and others. Ask about them, about their seaworthiness and sturdiness, about their all 'round quality. They're queens of the fleet wherever they go!

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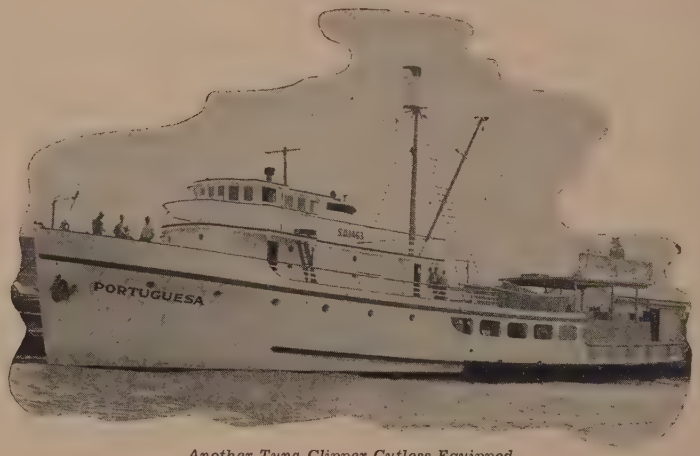

Another Tuna Clipper Cutless Equipped

Soft Rubber Water Lubricated

If you fish for a living you know the importance of dependable propeller shaft bearings. The kind that gives years of trouble-free, *quiet* operation. The kind that saves shafts and keeps boats out of drydock. That kind is CUTLESS—the soft rubber, water lubricated bearing—the bearing fishermen depend on to keep them fishing.

Large west coast stocks of popular sizes. Factory stocks to 10-inch shaft sizes available overnight by air.

See your ship repair yard, marine supplier, or write—

LUCIAN Q. MOFFITT, INC.

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Engineers and National Distributors

B.F.Goodrich *Cutless* BEARINGS

PROPELLER SHAFT

ket of gear, a basket holding from 150-180 fathoms of main line. The average amount of gear fished by one vessel, of 150 tons and upward, was 200 baskets or the equivalent of approximately 30 miles of line. Bait used was salted sardines and frozen mackerel and squid. The total catch of Albacore was only 3,773 fish, with some of the boats failing to catch even one of the long-finned tuna.

The overall *average* catch per 100 hooks fished *per set* by all vessels during the whole exploration was 2.76 fish. In addition, a considerable number of Big-Eyed tuna, marlin, and shark were taken. The catch of all of these vessels was sold on the open market in Japan to help defray the expenses of the expedition. Rather extensive records of oceanographic data were taken at each station fished, and the participating prefectures were required to submit detailed reports covering all aspects of their vessels' operations including days at sea, times fished, kind and value of catch, daily logs of fishing and oceanographic observations, and track charts of each voyage. Subsidies paid by the central government amounted to 171,500 yen, approximately $40,000 at the prewar rate of exchange.

Fishing in the Path To Be Followed in War

The results of this first expedition did not seem very impressive as far as the actual catch of Albacore is concerned. However, the Japanese evidently considered them promising, or else considered their need for new Albacore grounds a desperate one, for in 1939 a second foray into the same area was made, this time with the vessels of nine prefectures taking part. A similar expedition was also made in 1940, after which international developments called a halt to further Japanese fishing expansion in the Central Pacific. There has been some speculation as to whether these operations may have had any military significance, and the track charts of the voyages do show that some of the vessels fished very close to Midway Island. The information on weather and sea conditions which these vessels gathered may have been of interest to the Japanese Navy, and the original reports were classified, but the contents indicate only that the Japanese were, in the years immediately preceding the outbreak of the war, intensely interested in finding rich Albacore grounds in Hawaii's backyard.

Hosts and guests at Van Camp Sea Food Company's fourth annual "Skippers' Dinner", held at Long Beach, just before opening of the 1950-51 sardine season. In the lower picture are some of the nearly 100 purse seine captains attending. In the head table photo, Master of ceremonies Walter H. Gillis, vice president, is third from left. Principal speakers included, Gilbert C. Van Camp, president, second from left, and Montgomery Phister, vice president, extreme left. Others at the speakers' table included, left to right: Charles Buchan, manager purse seine operations, who arranged the dinner; R. W. Gerhart, retired, former manager, meal and oil division; Capt. Nick Felando, *Treasure Island*, and Gilbert C. Van Camp, Jr.

Western Boat Firm Shifts to Old Plant

Transfer of all repair activities to their plant No. 1, following the fire in mid-August which destroyed plant No. 2 of Western Boat Building Company, Tacoma, was reported by M. A. Petrich, founder of the firm. Although suffering more than a two-million dollar loss, the firm was able to make the immediate transfer of work to their plant No. 1 because its facilities were currently being used and no vessels were under construction on the ways.

Lost in the fire was a 98-foot tuna clipper nearing completion as well as a large number of Fairliner pleasure craft in various stages of final construction. The main and auxiliary machinery for the tuna clipper were either in the vessel or at the plant and were total losses.

At the Western Boat Building plant No. 1 the firm has complete repair and construction facilities and two marine railways, one of which is 150′ x 35′ capable of handling vessels up to 600 tons. During the past war this plant as well as the one which burned were used to build and repair vessels for the armed services. Only a limited amount of space will be used to reestablish Fairliner pleasure boat production in plant No. 1, since the plant is being readied for a considerable amount of commercial construction scheduled to start this fall.

A new program of dock-side work on ocean going vessels is also announced by M. A. Petrich for which the firm has complete facilities and equipment. Currently Western Boat is carrying out a number of repair contracts.

North Calif. I.F.A.W.A. Leaders Deny Guilt

Nine officers and six locals of the International Fishermen & Allied Workers' Union pleaded innocent in federal district court in San Francisco last month to charges of violating the Sherman Anti-Trust laws by allegedly controlling prices and distribution of fish in ports from Santa Cruz to the Oregon border.

The indictment was returned June 28 and charged conspiracy to fix prices and conditions of sale of fish, and to otherwise restrain the distribution of fish to dealers in northern California.

Not guilty pleas were submitted on behalf of Locals 34, San Francisco; 35, Pittsburg; 38, Eureka; 39, Crescent City; 40, Fort Bragg; and 52 at Bodega Bay.

Individuals pleading not guilty were: John L. Pastorino, Rosalie Norton, Ray Hamblock, Ray E. Welch, Bert K. Bean, Reed Ross Haas, Myron E. Lind and Jeff Kibre.

Welded-Monel tank, fabricated by BROWN-HUTCHINSON IRON WORKS, Detroit, Mich.

Welded-Monel tank, fabricated by ALLCRAFT MFG. CO., Cambridge 42, Mass.

Less Trouble Less Risk Less Expense

...MONEL fuel and water tanks

When your tanks are made of corrosion-resistant Monel®, you carry effective protection against high maintenance bills and the risk of serious mishap.

Here's why!

- ***Monel tanks resist corrosion.*** They stand up to damaging salt water and any fuels and keep fresh water fresh.
- ***No gasoline gums.*** Corrosion-resistant Monel won't react with gasoline to form strainer and line-clogging, engine-damaging gums.
- ***Seams stay tight.*** Welded, correctly-baffled Monel tanks withstand engine vibration, wave pounding, and internal shock from sloshing fluids. They're strong at the seams.
- ***Lower maintenance costs.*** You can expect a Monel tank to last as long as the boat! You save on repairs, refitting, lay-ups. You should never have to rip out bulkheads and tear up decking because of tank repairs.

Your local boat yard or nearest competent sheet metal fabricator will gladly quote on safer, stronger, welded Monel tanks. See him before refitting or building.

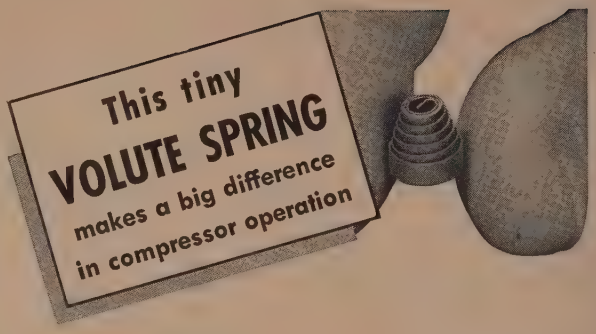
And if you want to be sure your boat meets latest fire safety recommendations, check it against the new 1950 issue of "Fire Protection Standards for Motor Craft," adopted by The National Fire Protection Association. Send 35 cents directly to The National Fire Protection Assn., 60 Batterymarch Street, Boston 10, Mass.

THE INTERNATIONAL NICKEL COMPANY, INC.
67 Wall Street, New York 5, N. Y.

Monel

EMBLEM OF SERVICE INCO

"...It's the SEAGOIN'® metal"



A SMALL DETAIL--but this spring is typical of VILTER design and manufacture

● One of the headaches in refrigeration compressors has been the failure of compressor valve springs. Since the valves must go through millions of cycles, fatigue in valve springs has always been a major problem. Not satisfied with the life of the usual helical spring, Vilter engineers introduced the volute spring for the purpose. It is far less subject to fatigue, thus it should eliminate its share of compressor trouble.

Small as this detail is, it's typical of Vilter's unceasing efforts to give you compressors that run better for a longer time. It's just one more reason why Vilter compressors are famous for their ability to run at top-notch efficiency with far fewer shutdowns.

To get this kind of efficiency, this utterly dependable operation, you need the engineering of an organization that took part in the development of mechanical refrigeration . . . you need the production skills of a pioneer refrigeration plant; you need Vilter. Ask your Vilter representative to show you how many ways you'll be ahead with Vilter.

Vilter

REFRIGERATION and AIR CONDITIONING

THE VILTER MANUFACTURING COMPANY
MILWAUKEE 7, WISCONSIN
Ammonia and Freon Compressors • Pak Icers • Evaporative and Shell & Tube Condensers • Pipe Coils • Valves and Fittings

When this picture of Fish Harbor, Terminal Island, was taken by *Pacific Fisherman* last month, tuna was king, with all types of vessels from small Albacore boats to major tuna clippers and long-range seiners unloading fares of Longfin, Yellowfin and Skipjack. When October opened the sardine season seiners began to dominate the fleet and cannery wharves were crowded with net vessels loaded with sardines.

Salmon Convention Draws Many Early Reservations

October reservations for the Association of Pacific Fisheries golf tournament and convention, to be held at the Santa Barbara Biltmore Hotel, Santa Barbara, Calif., Nov. 15 through 18, ran somewhat heavier than advance reservations of recent years, according to Dr. E. D. Clark, secretary of the association.

The annual golf tournament for the Miller Freeman Challenge Cup and numerous other trophies and prizes will be held Nov. 15 and 16. The following day will be devoted to the association's annual business meeting, followed by a program at which specialists will discuss various fishery problems and developments.

Canadian Fishing Co. Builds Addition to Home Plant

A one-story addition to Canadian Fishing Co.'s home plant cannery has been used as a cooling shed and storage and packing room during the season.

The addition eliminated to a large extent the congestion previously experienced at the cannery. Cooling and packing facilities were provided for 4,000 cases per day, as well as additional storage for 20,000 cases.

Construction foreman Tom White directed the erection of the building by Todd Construction Co.

August Buschmann Honored By Friends on Birthday

August Buschmann, veteran developer of Alaska fisheries, was signally honored on his 70th birthday late in September by a large party given by his friends at the Olympic Hotel, Seattle.

Gov. Arthur B. Langlie of Washington and Mayor William F. Devin of Seattle were among the guests.

Mr. Buschmann began building salmon canneries in Alaska while in his 'teens, and played a most important part in development of the Pink salmon fisheries of Southeast Alaska.

Beside his current interest in salmon fishing through ownership of a number of traps, Mr. Buschmann is associated with William Semar in ownership of the Sitka Cold Storage Co. and the Aleutian Cold Storage Co.

Anderson to Sweden

Capt. C. E. (Squeaky) Anderson, head of the Seldovia Bay Packing Co., and other enterprises of the Cook Inlet port, left New York Sept. 27 for a visit to Stockholm and other north European points, having spent a month at his Seattle office after the Alaska season, and made a short stop in Washington, D. C., on his trip. He expects to return by mid-December.

Pacific Fisheries Conference Nov. 27-29

Delegates representing organizations in all categories of the Pacific fishing industry will meet in Seattle late in November for the 1950 session of the Pacific Fisheries Conference. The meeting was called by the executive committee to consider a number of problems of primary concern to the national interest as well as that of the fishing industry.

Members of the executive committee will meet Nov. 27, followed by a general meeting of the membership Nov. 28, which will be continued until Nov. 29 if necessary to dispose of the business.

Miller Freeman, publisher of PACIFIC FISHERMAN and chairman of the Pacific Fisheries Conference, designated Harold E. Lokken, manager of the Fishing Vessel Owners Association, as chairman of the program committee. T. F. Sandoz of the Columbia River Salmon and Tuna Packers Association, is chairman of the executive committee.

Sue For Lost Seiner

A suit for $247,500 in an insurance claim has been filed against Underwriters at Large, London, England, in Los Angeles superior court, for loss of the San Pedro tuna seiner *Pan-Pacific*, which sank off Anacapa Island, California, May 5. Plaintiff is the Kuljis Fishing Corporation.

Quality Always

FOR many years, the canned salmon industry has utilized its resources to give consumers a better product, constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

Something different in wholesale fish plants—the headquarters establishment of Ocean Foods Corporation, Beverly Hills, Calif., one of America's notable fish merchandising enterprises.

Ocean Foods Corporation--
FISH DEALERS De LUXE

Ocla E. White, president of Ocean Foods Corporation, is a man who believes in fish, and that it should always be of first quality and carefully and correctly handled, at sea, in port, through the wholesale warehouse and over the retail counter.

The president of Ocean Foods is not one who just gives lip service to his belief that fish is one of the finest and most nutritious of all foods eaten by man. He and his executive staff have done something about it during the past 18 years.

To prove this they have created one of the finest and most modern fresh and frozen seafood establishments, located at 9235 Third Street, Beverly Hills, a building of dignified architecture and beautiful landscaping.

Wholesale Operator With Twin Retail Phases

Ocean Foods has two retail outlets in the famous Farmers Market at Third and Fairfax, Los Angeles. One is the Retail Fish Stall, where the pick of the world's offerings of fish is handled and displayed in such immaculate and attractive fashion as to raise the prestige of fish to its highest level.

The other is the Fish & Oyster Bar, a symphony of gleaming stainless steel, plate glass and ultra-modern equipment, where the preparation of fish dinners in plain sight and the display of seafood salads and cocktails is impressive to anyone. The Fish & Oyster Bar began

Here are the Whites of Ocean Foods Corporation: Left to right — O. E. White, president; Mrs. Pauline White, vice-president; W. A. White, treasurer and manager, retail division; and Bob White.

Fish retailing at its peak in Ocean Food's Fish & Oyster Bar at Los Angeles Farmers' Market. This completely stainless steel establishment graphically demonstrates how fish and seafood preparation and display has been raised to the highest standards ever achieved in the industry.

A corner of the fish preparation room at Ocean Foods Corporation. Note how the halibut are handled on pallets which keep them off the floor, an invariable rule at this plant.

Wholesale delivery loading at Ocean Foods, showing the steel-legged pallet used throughout the plant and the Alumi-Lug containers extensively employed in handling smaller quantities of fish.

as a means of showing the public samples of high quality fish and seafoods properly cooked, the main thought being to demonstrate how appetizing products of the sea and lakes could really be. Now this efficient and impressive seafood establishment daily serves hundreds of customers who are appreciative of quality seafoods.

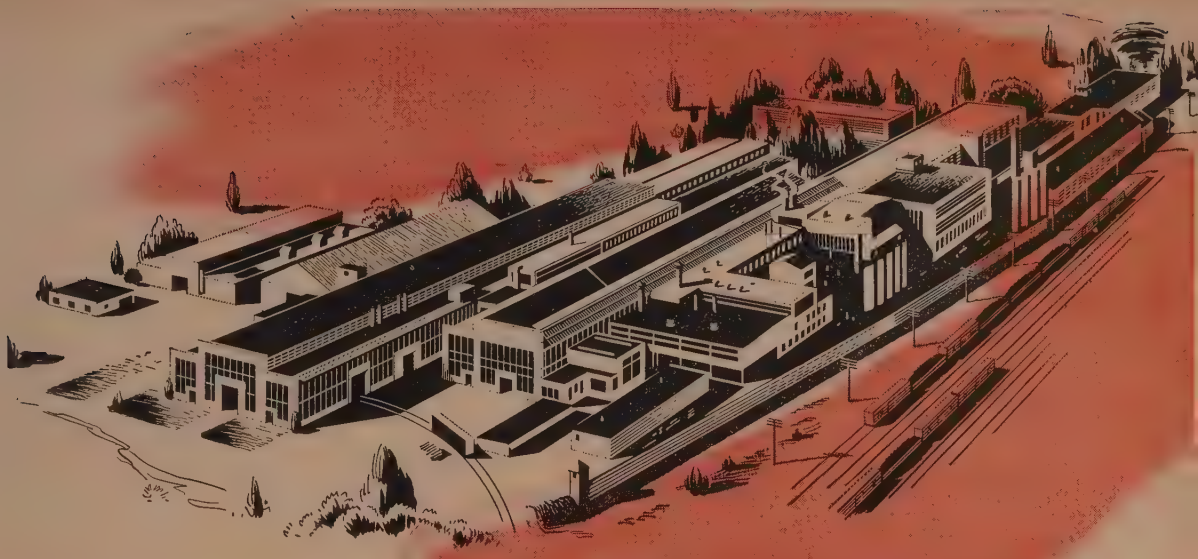
Keynote of Business: Fish Is Quality Food

"It has always been the keynote of this organization to regard fish as a high quality food and offer it to the public that way, and by so doing, we should sell more of it," said President White. He must be right, because Ocean Foods sells millions of pounds annually, both wholesale and retail.

To the Beverly Hills headquarters of this remarkable organization comes fish from everywhere—fresh and frozen fish and seafoods from the Pacific Northwest; from the cold waters of Nova Scotia and the warmer Gulf of Mexico. Jumbo shrimps from the Mexican Pacific fishery; pompano from Florida; oysters and scallops from the eastern seaboard; soft shell crabs from Maryland; whitefish, perch and pike from the Great Lakes; cod and haddock from the Atlantic Coast and Iceland, and Dover sole from England.

Inside the plant at Beverly Hills inspectors watch progress of fish from entry to exit.

The plant incorporates, in every detail, the most up-to-date ideas in processing, handling, cold storage and shipping. It houses a model



Joining Two Great Names in Engines . . .

MEANS BETTER ENGINES FOR YOU

Whether your engine requirements are best filled by a Superior or an Atlas Engine, you can be sure of the best and most practical in engineering and manufacture . . . both of these famous lines of engines are now being built by the Engine Division of The National Supply Company.

The big, modern, 15-acre Superior engine plant at Springfield, Ohio, is busy building Superior and Atlas engines. The big research and development laboratory is staffed with experts from both Superior and Atlas. And the same top-quality standards that have made each of these names outstanding in their fields will be maintained in the newly-combined operation.

Parts stocks for both brands will be developed and maintained, at additional service facilities which are being expanded to cover the continent from Alaska to Mexico, from Nova Scotia to Texas.

You can buy either an Atlas or a Superior engine with full assurance of service and spare parts . . . plus improved engineering and manufacturing techniques.

For the address of your nearest Superior-Atlas sales-service office write to . . .

THE NATIONAL SUPPLY COMPANY
ENGINE DIVISION
Plant and General Sales Office: Springfield, Ohio

DIESEL ENGINES . . . . NATURAL GAS ENGINES . . . . DUAL FUEL ENGINES

SINCE 1895

KELLEY-CLARKE COMPANY

AMERICAN BUILDING ◆ SEATTLE 4

Selling Agents

ALL VARIETIES

CANNED SALMON

HAWAIIAN TUNA

test kitchen, executive offices, refrigeration rooms, spotless cutting rooms and general warehouse. In the cold storage rooms merchandise is stored at fully safeguarded temperatures ranging from 30° F. to 5° F. minus.

Fish Are Never Allowed on the Floor

Ocean Foods has definite ideas contributing to its determination to produce only the highest quality product possible. For example, no fish boxes ever touch the floor in warehouse or cold storage room. They are placed on steel-legged pallets and moved about the floor by hydraulic jacks. Instead of the generally accepted practice of using wooden boxes, Ocean Foods uses Alumi-Lug delivery boxes. In fact, the plant has ceased using wood so far as possible in favor of stainless steel and aluminum. The fillet room uses all stainless steel.

The walls meet the floor in a "cove" joint for complete cleaning and full sanitation.

Experiment and Testing Is Part of Merchandising

Ocean Foods continually experiments with fish and seafoods to improve its quality as it reaches the consumer. Mr. White makes frequent trips to the sources of supply in an effort to emphasize his ideas of correct handling and processing.

Fresh shrimp are shipped in from Mexico's west coast and quick-frozen in 5-lb. institutional packages under the brand name of "Ocean Foods." However, generally speaking, Ocean Foods does not otherwise attempt to freeze, process or package fish products.

Enthusiasm for producing only the highest quality fish and seafoods is displayed by every member of the executive staff and employees.

Interior view of Ocean Foods' Fish and Oyster Bar, again demonstrating the large use of stainless steel. The room is completely air-conditioned. Cooking oils are continually strained. Deep-frying baskets and pans are individually and exclusively used for various secialties featured.

Recipes tested in Ocean Foods' own kitchens are printed on cards and made available to any wholesaler or retailer for distribution to his customers, as well as to the retail trade at the Farmers Market. By offering the consumer tested recipes, the sale of the little-known but delicious fish and seafoods has been greatly increased, as well as assisting the housewife to better prepare seafoods.

Ocla E. White began his career in the fish business in 1932 as a wholesaler of eastern fresh water fish. At that time he also operated a chain of retail fish markets. In 1934 he went into the Farmers Market at the latter's invitation, and from then on confiined his retail business to this world-famous institution.

Today, the wholesale plant distributes quality fish and seafoods to restaurants and hotels principally in the vast Southern California metropolitan area, and beyond into other sections of California and Arizona.

Early each morning, when the plant opens for a new day's business fresh and sweet. At the close of the day every part of the fish-handling section is cleaned by live steam, a practice for which the Los Angeles City food inspectors give Ocean Foods high praise.

To this President White modestly replies:

"Just because we are fish dealers, we don't have to look and smell the part."

Ocean Foods Corporation proves that stainless steel, impressive display and immaculate cleanliness contribute to large volume sales at the retail counter. This is the retail branch at Farmers' Market, Los Angeles.

A Continuously Constructive Force in the Salmon Industry . . .

OCEANIC SALES COMPANY

3302 Smith Tower
SEATTLE 4, WASH.

CANNED SALMON

Cable Address:
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LETSON-BURPEE
WEIGHING MACHINES

Accurate to a fraction, and almost human in its performance, the LETSON-BURPEE Can Weighing Machine safeguards your pack and protects profits by automatically rejecting both underweight and overweight cans.

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SPECIALISTS
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510 N. DEARBORN STREET CHICAGO 10

Ball-Band Boots for Longer, Comfortable Wear

Fishermen enjoy full protection with day-long comfort in this lightweight, special Ball-Band Vac quality boot. Buy Ball-Band for honest boot value.

Look for the Red Ball on the Boot ®

TRADE MARK

BALL-BAND
MISHAWAKA • INDIANA

Salmon Trade Draws Quality Distinction in Tall Chums

With Chums and Cohoes the only canned salmon items available in volume sufficient to permit general trading, the salmon distributive trade concentrated its attention there in October.

That month served to draw a quality line in the case of Chums, with a $2 price concession quoted on limited quantities of late-pack fish.

Position of standard-pack Chums did not seem to be impaired by the lower figure fixed on a few thousand cases of Chums from the 10-day fall season in Southeast Alaska. Sales agents expressed the opinion that the offering on a part of the late-pack Chum production "doesn't change the general market situation at all."

Standard Chums continued firm at $20 at presstime. All of the $18 late-pack goods which had been openly offered at that time were reported disposed of, and Seattle brokers and sales managers were confident that average Chums were soundly priced. The opinion was general that intelligent marketing should recognize realistically quality distinctions in fish packed at different times and places.

Import Possibility Doubted

Possibility of Canadian Chums coming into the United States over the 25% tariff was doubted by traders closest to the import situation. The freeing of the Canadian dollar and its subsequent rise toward parity pretty thoroughly prevented such movement. The Canadian price was $15, and when you start adding import duty, customs brokerage, handling and selling charges, you reach a trading basis which one operator described as "too thin to hold a profit."

The military at presstime was in a fair way to fill its announced requirements so far as the 1950 pack is concerned.

Total salmon draw for the armed forces this season is figured at 160,000 cases—all Reds and Cohoes, and *all talls*. At presstime 120,000 cases had been secured, and the additional 40,000 were in sight.

Trade in Coho Halves

Beside Chums, which of course were the principal item available, Coho halves held first spot in interest through October. The best were being taken as a substitute for sold-out Red halves; and some of the poorer grade of Coho halves, which were available at the same $15.50 price as Pink halves were proving attractive to those short on halves Pink inventory.

Sardine Sellers Playing Cards Close to Vests

The sardine fishery at Monterey almost a complete failure to October 1, and heavy catches landed in Southern California during the first days of the season, most southern California canners had withdrawn from the market because they figured the type of fish they were getting indicated a short supply of fish.

Canners noted good export and domestic demand with most canners just taking care of the present market.

All Monterey canners were practically withdrawn from the market, according to observers.

Jack mackerel which had been coming into Monterey canneries in fairly large quantities was moving slowly, according to market observers, and there was little domestic interest.

Eric Hauke, Astoria, Ore., grocer, stands beside an attractive display devoted to home town products —Bumble Bee Brand canned salmon, tuna and specialties packed by the Columbia River Packers Association.

B.C. Packers Name Hyland Executive Sales Manager

J. Norman Hyland has been appointed to the newly created office of executive sales manager for B. C. Packers, Ltd., according to announcement by President John M. Buchanan.

In his new capacity Mr. Hyland will not only co-ordinate the several sales departments of the company and their basic services but will act as liaison officer with the production department. The several sales departments will continue to function under their respective managers.

Mr. Hyland, who was elected a director of the company last July, is a commerce graduate of the University of British Columbia, who joined the company in 1936. He has served both in the canned and frozen fish sales departments and has had a broad experience in the production department.

In 1948 Mr. Hyland visited 11 countries in Europe, Africa and Asia on a sales mission.

Airplane Carries Shrimp To Guaymas for Packing

To speed up deliveries of bay shrimp from areas south of Guaymas, it was reported that Hector Ferreira, general manager, Pesquera E. Industrializadora de Guaymas, S. A., was employing a C-47 cargo plane as a pick-up to various points along the coast, out of Guaymas. His company had shipped several carloads of frozen shrimp to the U. S. importers, Fortuna Foods, Inc., from the bays before the open water fishing began October 1.

Bill Dooms Joins Bendiksen Company

William O. Dooms, who has been with Norfish Sales Co., Oakland, sea food distributors, for the past six years in charge of the company's canned and frozen packaged fish department, resigned that position to become associated with E. H. Bendiksen Co., Seattle, Nov. 1.

Beside the principal business of E. H. Bendiksen Co. in canned, fresh and smoked oysters, Mr. Bendiksen heads Queen Fisheries, operating the floating cannery *Alaska Queen* in Alaska waters.

CHUMS ONLY CANADIAN SALMON AVAILABLE IN SIGNIFICANT VOLUME

Wholesalers' stocks of British Columbia salmon have been virtually swept off the shelves, despite the fact that the fishing season is barely over.

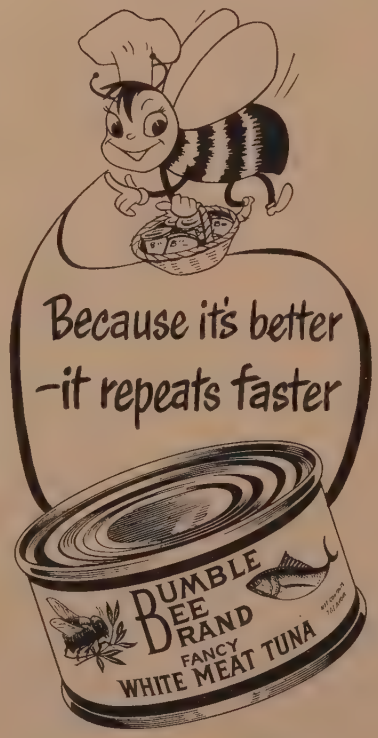
Continuing strong market for all grades of salmon, coupled with disappointing catches of Sockeyes, accounted for the situation.

Sockeye, Coho and Pink market quotations these days are more or less theoretical. They apply to an article practically unobtainable.

Chums are the only grade available in substantial quantity, with the fishing season continuing and fair catches being made. But even the stocks of Chums are closely held.

There has been a strong demand for Canadian Chums in the United States and probably larger quanties have been shipped fresh and frozen from British Columbia to Puget Sound this season than ever before, notwithstanding a pack of more than 300,000 cases of this grade in British Columbia canneries.

One of the unexpected factors in the salmon market, of course, was the failure of the Adams River Sockeye run on the Fraser. Packers had hoped to have a cushion of about 100,000 cases as a result of the anticipated big pack. However, the expected abundance was in reality a shortage, with the market in exceedingly tight supply.



COLUMBIA RIVER PACKERS ASSOCIATION, INC.,
ASTORIA, OREGON

Early Southern Sardine Offerings Are Limited

Southern California packers began the sardine season October 1 with excellent prospects, provided the source of supply was dependable. Opening quotations were $4.25, talls; $6.25 ovals, domestic, with export prices about the same, or slightly higher. However, until it was known whether tonnage prospects would be realized, a number of packers in the Los Angeles-Long Beach harbor district were withdrawn from the market.

The sardine export outlook was only fair due to the Philippine situation, still restricted moneywise due to the import control system put into effect January, 1950. Canned sardines, moreover, were only about third on the list of essential food commodities.

Under normal conditions, the Philippines, world's largest importer of California canned sardines, could be excepted to buy 1,250,000 cases. Students of the conditions predicted, at season's opening that, provided the U. S. government doesn't step into the picture as a heavy buyer, that California packers would sell the Philippines this season around one-third less than normal potential.

Export sardine markets in other countries were good, with Belgium an excellent customer for the past three months. Egypt too, was buying in quantity; Colombia was improving, but having the same money difficulties as the Philippines. Some business was coming from Venezuela, and from other central and south American countries.

Wilbur-Ellis Adding To "Southern Seas" Area

Introduction of Southern Seas and Southern Star frozen shrimp into a number of additional markets has been announced by Wilbur-Ellis Company for the 1950-1951 season. The company has completed arrangements to handle substantially increased production from the Gulf of California. Distribution will be through the company's offices in San Francisco, Los Angeles and New York, and sales representatives in other cities.

Southern Star and Southern Seas shrimp are now packed in 5-pound layer-pack cartons, with guaranteed count and uniform size shrimp in each carton. Modern new equipment has been installed to insure continuance of top quality and freshness, as well as increased production from Mexican waters.

There will also be a 12-oz. retail pack under Southern Seas brand. This new package has a colorful aluminum foil wrap to insure storage and keeping qualities and give the product outstanding eye appeal in retailers' cabinets.

Here is the 12-oz. consumer package in which "Southern Seas" shrimp is being marketed by Wilbur-Ellis Co.

New Shrimp Brands Featured By Parrott and Seaman, Heymes Co.

"Coral" and "Three Islands" are new brands of fresh frozen shrimp from Mexico's Pacific shrimp fishery, which will be nationally distributed during the 1950-51 season by Parrott & Company in association with Seaman, Heymes Company, San Francisco. The latter has long been connected with the west coast fisheries, and has a Mexican affiliate with headquarters in Mexico City.

Van King Jr., experienced food broker in Los Angeles, has been named as manager of operations for California. Below the international border, Manuel Rivas, former governor of Sinaloa, and prominent business executive, with headquarters at Cullican, will be in charge of shrimp production.

A 110' former subchaser has been fitted out for the dual purpose of trawling and shrimp hauling in the Gulf of California to Guaymas, from where the product will be shipped into the United States. The vessel has been named *Coral*, and arrived in the Gulf in early October to begin operations. She has chilling equipment.

At presstime the new factor in Mexican Pacific shrimp distribution was still in process of organization, setting up trawling fleets, freezing facilities, assembling of cartons, etc. Early plans called for production of several million pounds of shrimp, with prospects of considerable expansion as the season advances.

Westgate-Sun Harbor Entertain Advertising Men

Westgate-Sun Harbor Company, producers of "Breast O' Chicken" canned tuna, in cooperation with its advertising agency, Barnes-Chase Company, San Diego, gave a unique "media" dinner at San Diego, October 9.

Representatives of 75 media from the Pacific coast and the east, attended a dinner given by executives of both concerns, at which time Westgate-Sun Harbor advertising plans for 1951 were announced, and schedules assured for those present.

Advertising media to be used includes: Trade journals, newspapers, television, radio, magazines and transit. An announcement was made by Harold Requa, advertising and promotion director for Westgate-Sun Harbor of the advertising appropriation for 1951. Although he did not disclose the exact amount, he declared it would be over $1,000,000.

Later, Mr. Requa told PACIFIC FISHERMAN that since the merger early this year sales of "Breast O' Chicken" had doubled over 1949. Today the tuna brand, he declared, was truly national in distribution so far as all the population centers were concerned, in the United States.

PRIORITY AT POINT OF CONTACT

Here is shown one of the impressive and effective "point of contact" sales promotions in the history of canned tuna merchandising at the opening of a new store for Albany Public Markets, Albany, N.Y. At each of the 14 check-out booths was a double stack of "Priority" fancy tuna, top brand of California Marine Curing & Packing Company, Terminal Island. It was a 100 percent exclusive tie-in, with advertising cards on each stack and atop the individual cash registers, and with huge advertising banners along the sidewall. At least 100 cases of "Priority" tuna were sold on opening day as a result of the "stunt", according to James R. Barry & Company (formerly E. M. Darrimon Company), direct sales representatives for Cal-Marine. It was arranged by Jack Hennessey, Virden Company, Cal-Marine brokers at New York and Syracuse.

Southern California Canned Fish Quotes

Quoted fob cannery at presstime:

TUNA

Advertised Brands:

White Meat, Fancy	$16.50 to $17.00
White Meat, C & F	$14.50
White Meat, Grated	$12.00
Light Meat, Fancy	$15.25
Light Meat, C & F	$13.00

Private Label:

White Meat, Fancy	$15.50 to $16.00
White Meat Standard	$15.00
Light Meat, Fancy	$13.50 to $14.50
Light Meat, Standard	$12.25 to $13.50
Light Meat, C & F	$11.25 to $11.75
Light Meat, Grated	$10.25 to $10.75

MACKEREL

Pacific tall/48	$ 6.25 to $ 6.50
Jack tall/48	$ 5.25 to $ 5.50

SARDINES

15-oz. tall, natural	$ 4.25
15-oz. tall t/s	$ 4.90 to $ 5.25
15-oz. oval, t/s or m/s	$ 6.50
5-oz. nat., 100	$ 6.00 to $ 6.60
5-oz. t/s, 100	$ 6.65 to $ 7.25
8-oz. buffet, 96, nat.	$ 7.00
8-oz. buffet, 96, t/s	$ 7.00 to $ 7.65
8-oz, buffet, 48	$ 5.00

San Francisco Prices

CANNED FISH prices indicated, but not openly quoted, subject to pack, f.o.b., San Francisco, at presstime for this issue:

Package—	*Price*
SARDINE—	
15-oz. tall, natural	$4.25
15-oz., tall, t/s	5.00
15-oz., oval, t/s, or m/s	6.25
5-oz., nat., 100	5.60
5-oz., t/s, 100	6.10
8-oz., buffet, 48	3.90
8-oz., flat, 48	5.00
MACKEREL	
15-oz., 48, natural	$5.25

SEATTLE PRICES

Prices openly quoted at presstime, fob., Puget Sound terminals.

Salmon—	
Alaska Red, 48/1 tall	$31.00*
Alaska Red, 48/2	$20.00
Alaska Cohoe, 48/1 tall	$26.50
Alaska Cohoe, 48/2	$15.50-16.50
Alaska Pink, 48/1 tall	$24.00*
Alaska Pink, 48/2	$15.50*
Alaska Chum, 48/1 tall	$20.00
Alaska Chum, 48/2	$12.00
Puget Sockeye, 48/2 h.f.	$21.00*
Puget Sockeye, 48/2 m.f.	$20.00*
Puget Sockeye, 48/4	$12.00
Puget Cohoe, 48/2 h.f.	$16.00-16.50
Puget Cohoe, 48/2 m.f.	$15.50
Columbia Chinook, fcy.	$21.00-22.00
Ditto, choice, 48/2	$17.00
Ditto, standard, 48/2	$14.00
Tuna—	
Albacore, fancy, 48/2	$17.00
Albacore, flakes, 48/2	$12.00-13.00
Blended flakes, 48/2	$ 9.50
Crab—	
Pacific, 48/2	$25.00
Clams—	
Razor, 48/2	$14.85
Oysters—	
Pacific, 48/2	$17.00
Pacific, 48 buffet	18.00
Pacific, 48 E.O.	20.00
Pacific, 48 tall	28.00
Frozen Fish—	
In carloads, fob., Seattle	*per lb.*
Halibut, large	33c
Halibut, medium	33c
Halibut, chickens	30c
Salmon, King, lg. red	49c
Salmon, King sm. red	44c
Salmon, Silver	42c

*Nominal quotations. No spot offerings.

RUSSELL H. TARR, New York, well known fish broker, was a visitor to the Pacific Coast last month.

Vancouver Canned Salmon Quotations

Openly quoted general commercial prices charged by packers to the wholesale trade, Canadian funds, f.o.b., Vancouver. These prices apply to the new 1950 pack as well as what remains of the 1949 pack, which is now negligible. The prices apply to domestic as well as export business.

VARIETY	PER CASE
Sockeye—	
Talls	$31.50
Halves	33.00
Quarters	19.00
Coho—	
Talls	23.50
Halves	25.00
Quarters	15.00
Pinks—	
Talls	16.50
Halves	20.00
Quarters	12.00
Chums—	
Talls	15.00
Halves	16.00

Mexican Frozen Shrimp Quotations

Open water season opening quotations, West Coast, October 1:

Count	*Per Lb.*
Under 15	75c
15-20	66c
21-25	60c
26-30	55c
32-42	45c

Note: Some downward fluctuation following heavy arrivals across the international borders of Arizona and California.

Quality Prices FROM Quality Markets

Let the worlds fastest growing brokerage house make bigger profits for you.

We specialize in all types of frozen food sales with special emphasis on Fish and Frozen seafood. Our central location with close contacts throughout this Country, Canada, Mexico, Australia, South Africa and other foreign countries assures quick, profitable handling of your catch.

"Whether you buy or sell we will serve you well"

Write, wire or call us today for full details!

Stamm-Schulman & Co.

INTERNATIONAL FOOD BROKERS

343 S. Dearborn Street • Chicago 4, Illinois

BOSTON, MASS. 14 Commonwealth Pier | KILMARNOCK, VA. | LOS ANGELES, CALIF. 341 S. Central Ave. | NEW YORK CITY 234 Front St.

"GOLDEN MIST"

Fancy Alaska and Puget Sound Sockeye

SALMON

Carefully handled and Vacuum packed from Vitamin-rich Ocean-Fresh Fish in our modern, sanitary canneries, "Golden Mist" Salmon offers you the utmost in flavor, texture and attractiveness.

WHIZ also offers you a quality line of fancy canned Albacore Tuna and Crab Meat packed under the popular "Golden Mist" label.

WHIZ FISH PRODUCTS COMPANY SEATTLE, WASH.

WHIZ FISH PRODUCTS CO.

Producers and Distributors of Selected Sea Foods

2000 Alaskan Way, Seattle 1, Wash.

HAYSSEN-WRAPPED

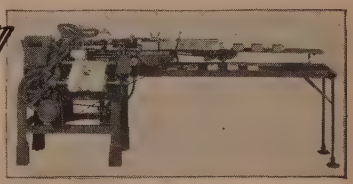
HAYSSEN-WRAPPED

BIG IN PERFORMANCE . . .

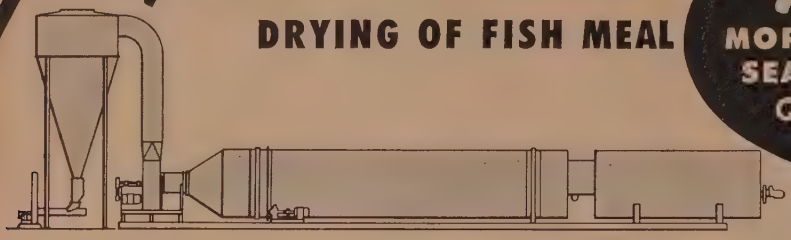
Hayssen wrapping meets the standards set by particular people who insist on attractive appearance at low unit-cost. Fully automatic, it replaces costly hand wrapping. Six-sided, printed overwraps are accurately registered, and practically any type of wrapping material can be used. Write today for complete information.

HAYSSEN MFG. COMPANY • SHEBOYGAN, WIS.

Hayssen ELECTRIC EYE WRAPPING MACHINES



Profitable CONTINUOUS DRYING OF FISH MEAL



$42,000.00 MORE REVENUE PER SEASON From Same Quantity of Raw Material...

USING STANDARD-HERSEY LOW TEMPERATURE DRYER

Particle size never heated above 212° F. No scorching. No burnt odors.
Increases protein value 1¼ to 2 units per ton of meal.
Increases yield up to 10% with color equal to that from steam tube drying.
Saves fuel up to 10% (Special air cooled furnace).

COMPARISON WITH CONVENTIONAL HIGH TEMPERATURE DRYING
(From Geo. W. Gooch Laboratories Ltd. Report)

	Conventional High Temperature Dryer	Standard-Hersey Low Temperature Dryer
Meal produced per season from given quantity of raw material	3,050 tons	3,350 tons
Protein @ 60% @ $2.00 per unit	$116 per ton	$120 per ton
Gross revenue	$353,800.00	$395,900.00
Gain of 300 tons of meal	$36,000.00	
Gain of 2% in protein	6,100.00	
Grand total gain	$42,100.00	

Standard fish processing plants are making profits for their owners in all parts of the world. Fish meal and Oil Plants, Fish Canneries, Component Parts. Inquiries welcomed. *Write for Bulletin.*

STANDARD

STANDARD STEEL CORPORATION
5013 Boyle Avenue • Los Angeles 58, California
Eastern Address: 123-13 Newbury Street, Boston 16

Fishermen's Packing Corporation
ANACORTES, WASH.

▪ ▪ ▪

Canners of

PUGET SOUND SALMON

Our BRANDS

SOCKEYE
"Snow Cap"

COHOE
"Olympic"—"Snow King"
"Green Breaker"

PINK
"Ocean Spray"—"Waterfall"
"Ocean Blue"

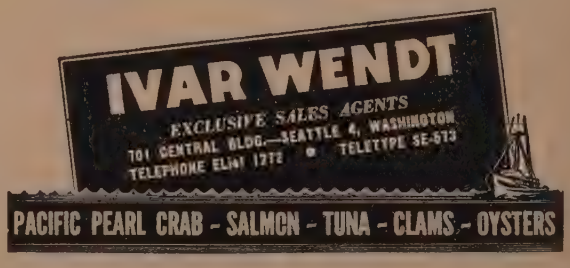
CHUM
"Golden West"—"Golden Glow"
"Sea Diver"

Cannery: ANACORTES, WASH.

A reliable and conscientious contact in the fishing trade

KNOWN FOR QUALITY
FROM COAST TO COAST

FRESH • FROZEN • CANNED


IVAR WENDT
EXCLUSIVE SALES AGENTS
701 CENTRAL BLDG.—SEATTLE 4, WASHINGTON
TELEPHONE ELliot 1272 • TELETYPE SE-673
PACIFIC PEARL CRAB - SALMON - TUNA - CLAMS - OYSTERS

Alvin Anderson, Director Of Wash. Fisheries, Dies

Sudden death closed the career of Alvin Anderson, Washington state director of fisheries, when he suffered a heart attack in the midst of an October pheasant hunting trip. He was 46.

Mr. Anderson, who encouraged acquaintances to call him "Swede," had served as director of fisheries under Governor Langlie since July, 1949. At the time of his death he was chairman of the Pacific Marine Fisheries Commission and secretary of the International Pacific Salmon Fisheries Commission.

A former football coach of Bellingham High School, and wartime labor relations representative of the Bellingham Iron Works, he had been actively identified with both sport and commercial fishing—the latter as an operator of Puget Sound reef nets.

In the comparatively short time he was in office, Mr. Anderson set in motion an active program of development of Washington's latent natural salmon-productive capacity, which he believed was the essential key to expansion of its industrial and sport fisheries.

He is survived by his widow and two sons, resident in Bellingham.

Marine Industries Defend Fish Sanctuary Law

Renewal by the City of Tacoma of its efforts to throw two insurmountable dams across the Cowlitz River, major western salmon-producing tributary of the Columbia River, in October brought a formal demand from the Northwest Marine Industries, Inc., for "strict enforcement" of the Columbia River Fish Sanctuary Act, passed by the last Washington legislature.

The fish sanctuary law reserves the tributaries of the Columbia in Washington west of the Cascades from further impairment of their capacity to support populations of salmon and trout.

F. M. KENWAY, director of Bridport Industries, Dorset, England, one of the world's oldest manufacturers of fishing nets, visited the Pacific Coast during October. His company has been making fishing nets for several centuries. Mr. Kenway was director of cordage and netting production for Britain until 1945 and he is still advisor to the British Board of Trade on netting. After spending several days in British Columbia, Mr. Kenway went to California and planned to visit San Francisco and Monterey.

Croker to Scrutinize Japan's Fishing Laws

Richard S. Croker, chief, Bureau of Marine Fisheries, California Division of Fish & Game has taken a three-month leave of absence to accept a temporary position with SCAP to make a study of Japanese governmental fisheries administration, particularly conservation legislation.

Mr. Croker has been assigned to make a thorough study of fisheries administration, including laws and regulations for enforcement at both national and prefectural levels, to determine whether existing systems and regulations are contributing to proper conservation of the aquatic resources of Japan.

Cary Scouts Bait Situation in Panama

Harold F. Cary, general manager, American Tunaboat Association, San Diego, returned from an extended trip to Washington, D. C. and the Panama Canal, October 10. He reported that tentative headquarters for the International Tropical Tuna Commission will be Terminal Island.

Reason for this, Mr. Cary said, was that the Bureau of Marine Fisheries, California Fish & Game Commission, is located there and is equipped with adequate laboratory equipment.

On his trip to Panama, which was in regard to live bait supplies for the long-range tuna fleet, the official declared he had been assured by the Panamanian government that present agreements for obtaining bait in the Gulf of Panama will remain in force.

B. C. Trollers Fish Tuna Out of San Francisco

A number of British Columbia trollers were in California helping harvest the Albacore run last month.

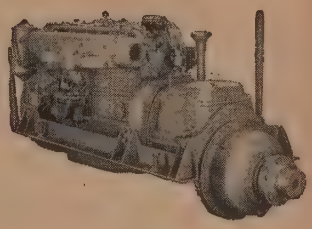
Among those noted by PACIFIC FISHERMAN were the *Mae West*, O. J. Hansen, skipper, Vancouver, B. C.; *Clipper II*, H. Petersen, Prince Rupert; *Kaare II*, H. Novak, Vancouver, B. C. and *Robert B.*, E. Jensen, skipper, Vancouver, B. C.

MISS JEAN RICHARDSON, daughter of *John E. Richardson*, San Francisco, Pacific Coast manager, The Linen Thread Co., and Mrs. Richardson, has announced her engagement to *Frank Kelly Jr.*, son of San Francisco Fire Marshall Frank Kelly and Mrs. Kelly. The young couple will be wed some time next summer.

GRAY

Calls Attention to Two Outstanding

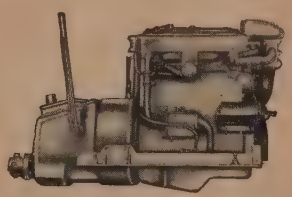
WORKBOAT ENGINES



SIX-330 (Gasoline)

This capable model is built in two styles: "Lugger Six-3 rated 96 hp at 2400 rpm, and "Express Six-330"—rate hp at 3200 rpm. Both have 4" bore and 4⅜" stroke, displacement 330 cu. in. Built the way an engine sho for heavy duty service, from a powerful cylinder bloc good thick wall area, seven main bearings, 2⅝" crank water between all cylinder bores, full length water j and automatic temperature control.

Large Paragon reverse gear provides oversize ca Choice of reduction gear ratios 2:1; 2.5:1; 3:1; 3.5:1; Choice of 6 or 12 volt electrical system. You can se model directly cooled by sea water, or if you prefer yo have it with fresh water cooling system, using either in or outboard type heat exchanger. Twin Disc Power Ta available.



FOUR-260 (Diesel)

Illustrated above is one of three Diesel sizes built by 260 cu. in., conservatively rated 50 hp at 1800 rpm. It massive cylinder block, which has established an excep record in industrial service, and in large volume. It ha type cylinder liners, sturdy 2⅞" crankshaft, hardened inserts under exhaust valves, and new type Bosc pump. 12 volt electric system with 18 ampere genera

Twin Disc reverse gear with reduction ratios of 2.3 3.2:1. Twin Disc Power Take-off available. Closed s fresh water cooling is standard, with automatic tempe control, and choice of inboard or outboard heat exch (show below).

Other Graymarine engines for workboat service i gasoline models from 162 to 427 cu. in. and Diesel n from 157 to 572 cu. in. Write for complete specifica and name of nearest service station.

KEEL KOOLER

GRAY MARINE MOTOR CO.

662 Canton Ave., Detroit 7, Mich.

FOR EVERY . . .

STICK-WATER RECOVERY SYSTEM . . . . DE LAVAL SEPARATORS

De Laval centrifugal machines are used extensively for removal of oil and meal from stick-water prior to evaporation to fish solubles. De Laval "Nozzle-Matic" Separators and meal recovery centrifuges make possible a better product by removal of excess oil and meal from the stick-water.

The processing of fish solubles from stick-water, while a comparatively new thing, has already proved to be a profitable means of converting a one-time nuisance into money. Moreover, as more and more laws are passed against the dumping of stick-water, recovery of by-products by De Laval centrifugals solves the problem of stick-water putrefaction and pollution.

Write for additional information on how De Laval machines can be used in the fish processing industry, whether for stick-water work or for reduction processes.

DE LAVAL

DE LAVAL PACIFIC COMPANY
61 BEALE STREET, SAN FRANCISCO 5, CALIFORNIA

FISH OIL SEPARATORS

With the flip of a switch...

you're in touch with the beach, your home or office...with other ships...that's ship telephone service. Get regular weather reports, storm warnings. Enjoy the extra freedom that means more work done—or just plain fun.

Keep in touch . . . use Ship Telephone Service

Get this free booklet

Learn more about ship telephone service. Call or write a Pacific Telephone Business Office in the nearest principal port city and get this booklet free.

The Pacific Telephone and Telegraph Company

Whiz Sues Spokane Firm Using Name

Whiz Fish Products, Seattle, has filed suit seeking damages and a restraining order against Richard Williams of Spokane to enjoin him from using the name Whiz Distributors.

The complaint alleges that Mr. Williams has been doing wholesale seafood business in the Spokane territory under that name.

The plaintiff claims use of the Whiz name since 1926, asserts that it has an annual business of $25,000 in the Spokane area, and contends that the similar name of the Spokane company misleads both fish dealers and the public. For alleged business loss and injury to reputation, damages of $5,000 are asked.

Halibut Netting Charged

Charge of handling illegally caught halibut was filed in Seattle recently against Milton E. Pulver, who was accused of shipping some 19,000 lbs. of halibut taken illegally by means of trawl.

The fish were seized in San Francisco upon arrival by truck. Pulver pleaded not guilty.

Capt. Martin Nilsen's 80′ refrigerated purse seiner *Recruit*, one of the busiest boats in the San Pedro fleet, this season runs with a brand-new power plant, a 300-hp. Union diesel installed in Seattle last summer by Lee H. Wakefield, Pacific Northwest agent for Union Diesel Engine Co.

Seamount Yields Halibut But Trawling Is Doubtful

Rocky bottom on the new "seamount" located by the FAWS exploratory vessel *John N. Cobb* about 280 miles west of Willapa Harbor probably will prevent effective trawl fishing there, according to results obtained in experimental fishing by the *Cobb*.

On a second visit to the seamount, the *Cobb* ran some long-line gear and took halibut and two species of large rockfish. Depths worked ranges from 40 to 110 fathoms.

SAN JUAN BRAND
TRADE MARK
SAN JUAN COPYRIGHTED
Producers of
Fresh - Frozen - Salt - Smoked - Canned
Pacific Coast Fish Products
San Juan Fishing & Packing Co.
Foot of Stacy St. SEATTLE 4, U. S. A.

Stepped-Up Herring Catch Forecast For B.C.

Survey of the Pacific Biological Station of B. C.'s 1950-51 herring prospects indicates the west coast sub-district will have an appreciably greater catch this year, with areas 23 and 25, which have yielded an average of 90% of the west coast catch in the past five seasons, accounting for most of the catch again this season.

In the lower east coast sub-district it is expected that the average size of the fish in 1950-51 will not differ appreciably from that in the previous season. There should be no difficulty in taking the quota this season, but a longer fishing period may be necessary. Average size of the fish is expected to be larger.

Moderately good fishing is indicated for the upper east coast sub-district. Prediction of the success of fishing in the more northerly sub-districts is frequently complicated by variation in the time at which the runs move inshore.

TED SORENSEN, president, Fishermen's Federation, Inc., Vancouver, B.C., stopped off in San Francisco recently on a California trip to visit J. P. Flanagan Co., sea food brokers.

Mexican Fish Freezing New Firm's Objective

A new company, Mariscos Congelados, S. A., with a capitalization of $1,000,000 has been formed at Mexico City to engage in an extensive fish and shellfish freezing operation in the bay of San Quintin, Lower California. Products are to be distributed in the U. S.

The new plant, work on which is reported began in late summer, is to consist of a large packing, freezing and storage warehouse for the handling of all fishes, lobster, shrimp, abalone, clams, with a complete reduction plant in connection.

Engineering and blueprinting has already been completed by Charles Simon, and Carlos Unger Ferreira, both consulting refrigeration engineers of Mexico City, who are associated together in this project.

Officers and stockholders consist of a group of successful industrialists of Mexico City: President, Luis E. Rodriguez (no relative of General Abelardo L. Rodriguez, principal fishery and shrimp operator of the Pacific Fisheries of Mexico); Jose Barona de la O., secretary, treasurer; Hector Urroz, general manager; Colonel Jose Garcia Cavazos, and Victor Junco.

Gordon Davis Setting Up Own Fish Business

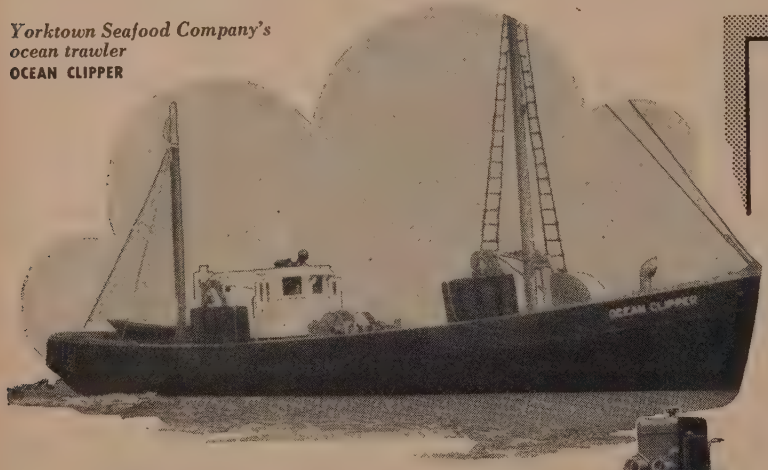
Gordon Davis, who for more than 20 years has been associated with the Seattle branch of Oxenberg Bros., or with A. Bunzen, that company's earlier agent, announced in October that he was resigning to conduct his own business as a fisheries agent in both the selling and purchasing functions.

He expects to have his new office in operation by the first of the year.

Mr. Davis is being succeeded as Seattle manager of the Oxenberg Fish Co. by Harlan Gorham, who returned in October to Seattle, where he formerly was identified in the fish business with G. P. Halferty & Co., Whiz Fish Products Co. and Palace Fish & Oyster Co. Mr. Gorham has been in the lumber business in South Carolina for several years since leaving Seattle.

JOHN E. RICHARDSON, San Francisco, Pacific Coast manager, The Linen Thread Co., is back at his desk after a flying trip to the Pacific Northwest, where he called on the Pacific Marine Supply Co. in Seattle, the Oregon Marine Supply Co., Portland, and others in the trade.

Yorktown Seafood Company's ocean trawler **OCEAN CLIPPER**



"COULDN'T ASK FOR A BETTER DIESEL!"

L-B FLEET-PROVED POWER

LISTER-BLACKSTONE *9 h.p., single cylinder model 9/1 of the type used for providing auxiliary power requirements for the vessels of Yorktown Seafood Company's fleet.*

FLEET OPERATORS really back up such statements with authority. Here's convincing proof from an expert judge of engine performance and operating costs, W. J. Shields, General Manager, Yorktown Seafood Company, Seaford, Va.: "From long experience with Lister-Blackstones on our trawler OCEAN CLIPPER and her two sister vessels we are particularly pleased with Lister-Blackstone's cost of operation — THE LOWEST COST WE HAVE EVER EXPERIENCED!"

Lister-Blackstone

LISTER-BLACKSTONE, Inc.

Factory, Sales & Service Headquarters:
420 Lexington Avenue, New York 17, N. Y.
Parts Warehouses:
NORFOLK, Va., 109 Second Street
BOSTON, Mass., Whesco Bldg., Fish Pier
Boston • New York • Norfolk • New Orleans • Mobile
Tampa • Miami • Jacksonville • San Antonio • Dallas • Houston
Newton (Iowa) • Seattle • Los Angeles • San Francisco • San Diego
Montreal • Toronto • Winnipeg • Vancouver
Sold and Serviced in 37 Countries Throughout The World

LOOKING TO SAVE? ANXIOUS ABOUT DELIVERIES? ORDER NOW — GET BEST DIESEL VALUE FOR YOUR DOLLAR AT REDUCED PRICES! 3 to 480 h.p., propulsion and auxiliary. Service and parts from Lister-Blackstone distributors everywhere. Write us your requirements. Address Dept. P

Four Clippers Building At Tacoma Boat Yard

Four big tuna clippers are currently under construction at the Tacoma Boatbuilding Co. yard. This count does not include the 144′ clipper which is to be built at the former Pacific Boatbuilding Co. yard.

One of the four vessels is of steel, and this hull is being built under subcontract by Birchfield Boiler, Inc. After the hull is launched it will be towed to the Tacoma Boat Yard for completion. This vessel is 121′ long, and is being built for O. W. Martin and associates. Cecil Drake of San Diego is agent for the owners. Engine of this craft will be 12-cylinder, V-type General Motors, delivering 1200 hp. at 900 rpm. Auxiliaries will be twin Superior diesels. In common with all Tacoma Boatbuilding Co. vessels, tailshaft is Monel metal and stern bearing Goodrich rubber.

Countess is the name of the vessel furthest along of the four. Launched at the end of August, the craft will be the property of Antonio Francisco and associates, with Cecil Drake as agent. It has a 600-hp. Washington diesel main engine and three General Motors auxiliary diesels. *Countess* has a Coolidge wheel and Sperry steering engine.

Cape San Vincent is a 91-footer for Vincent Gann and associates, who have specified a 400-hp. Enterprise diesel. Auxiliaries are twin General Motors diesels, and refrigeration will be provided by Baker "quad" compressors. Electronic equipment includes an Allen automatic pilot.

Capt. Eddie Madruga recently contracted with Tacoma Boatbuilding Co. for a 120′ clipper to be named *Saratoga*. She will have an 800-hp. Enterprise diesel, with two Series 110 General Motors diesel auxiliaries. These are believed to be the first marine diesels of this GM series to be installed on the Pacific Coast. They will turn 110-kw. generators. In addition, there will be a smaller GM diesel driving a 60-kw. generator.

$1,000 Halibut Fine

Fine of $1,000 was paid on a plea of guilty to illegal halibut fishing by Capt. Martin Nilsen, skipper of the halibut vessel *Recruit*. Plea was entered on Capt. Nilsen's behalf in the federal court at Juneau by Wallis S. George, manager of the Juneau cold storage.

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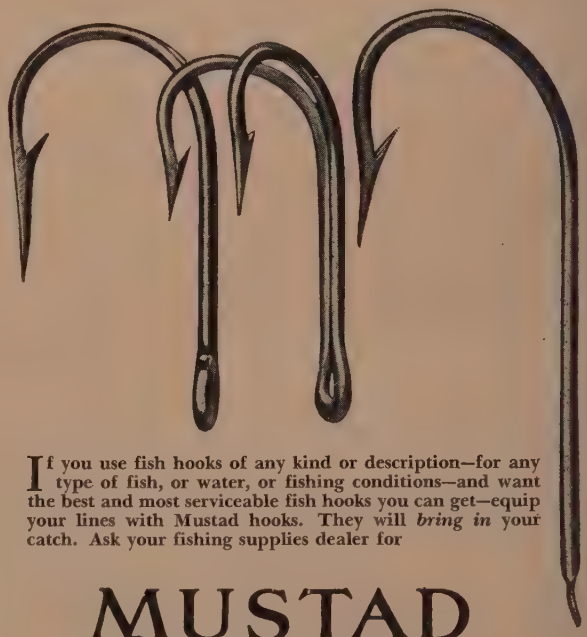

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National Steel Signs Fourth Clipper Contract

National Steel & Shipbuilding Company, San Diego, added another new tuna clipper to build last month, making the string four in all. In addition to two 133′ by 30′ wood vessels for M. O. Medina, and a 121′ steel clipper for a French Sardine Company group, the fourth signed is for Andrea Castagnola and his sons, Louis and Joseph, 127′ long.

Like the other three the Castagnola hook-and-liner will be Enterprise-powered; have twin Murphy-diesel generating sets. This main diesel is 800-hp. 8-cyl. super-charged, 12 by 15, with Monel tail shaft. Murphys are 133-kw. sets. Refrigeration was undecided at time of signing contract, according to George Dew, vice president of shipbuilding division.

NS&S has delivered two 54′ steel trawlers, *Martha* and *Veracruz,* to Ernesto DeCima, Guaymas, and a third, *La Gordita,* to Frank Anderson, Mexico City, for fishing in the Gulf of California. The yard has three more steel trawlers in course of construction; and has a contract to build seven more for Mexico's Pacific shrimp fishery.

Late Kodiak Herring Fishing Proves Excellent

Kodiak district's four herring plants hung tough to the bitter end of the season Oct. 15, and it paid them well, for some excellent fishing was encountered.

There were two distinct periods of good fishing, one starting about Sept. 17, and running for 10 days while weather enabled the boats to do very well. This was followed by storms from Sept. 27 to Oct. 3, when the weather faired again and fishing became excellent.

Going into the last week of the season, the four plants roughly had barrels as follows: Port Vita, 91,000; Port Wakefield, 85,000; Iron Creek, 75,000; Zachar Bay, 70,000.

Eureka Mild Curing

For the first time in a number of years, mild curing of salmon was conducted in the northern California coast this season, although operations were somewhat limited.

Bulk of the pack was put down by the Eureka Cooperative Fisheries, which packed about 50 tierces, mostly at the Fort Bragg plant, the remainder at Eureka.

1950 Canadian Albacore Catch Dips Sharply

British Columbia's Albacore fishermen expected to deliver a total of not less than 1,200,000 pounds for the 1950 season, but this would be sharply less than in the past two years.

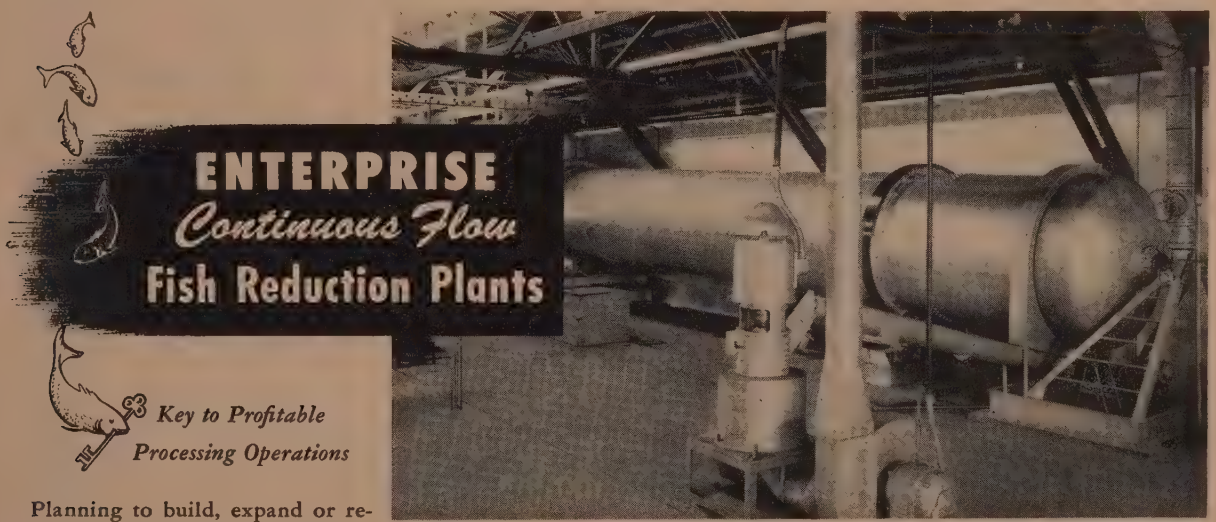
Albacore appeared off the west coast later than in the previous year and at no time was the fishing particularly active.

Prices paid for Albacore to fishermen were generally higher, averaging $375 a ton for fish delivered at Victoria and $425 at Vancouver to compensate for the additional time involved.

In 1949 the Albacore catch in British Columbia was 2,200,000 lbs., 52,300 lbs. higher than in the previous year, chiefly because of the increased fishing effort.

Dr. Radcliffe Dies

Dr. Lewis Radcliffe, well known to many Pacific fishery and shellfish operators as result of the years in which he was assistant director of the U. S. Bureau of Fisheries, and later director of the Oyster Institute of North America, died in Washington, D. C., in September.



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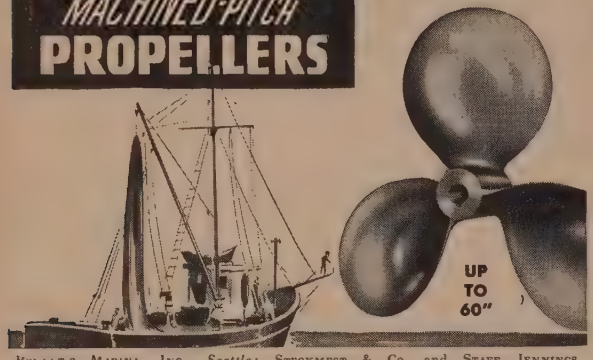

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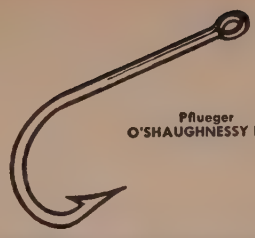

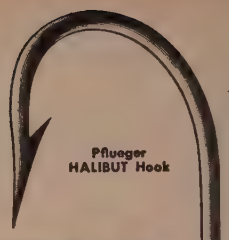

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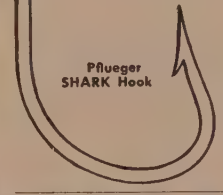

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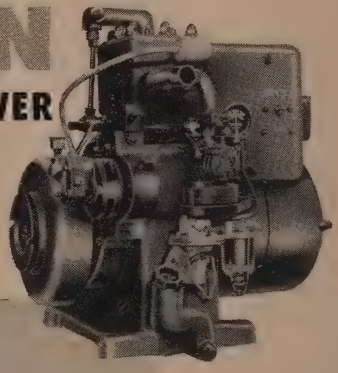

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The "Jim Melton" (left) is one of many work boats equipped with an Onan Electric Plant.

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Mexican Shrimp Season Opens With Fair Yield

Greatest fleet in the history of Mexico's Pacific shrimp fishery began operations October 1, following the traditional blessing of the fleet at Guaymas. This marked the opening of open water trawling along the 2,000 miles of fishing territory, Rocky Point to Salina Cruz. The bay fishing with cast nets had opened in mid-July.

To September 22, all from bay catches, around 900,000 lbs. had crossed the international border at points in Arizona and California for distribution by U. S. importers across the country, since the 1950-51 season began.

Bay shrimp had proved quite satisfactory as to size, running as low as 21-25 count, and up to 52-80, with the split between large and small sizes about 50-50. As of October 1 quotations by distributors, for "under 15," had been from 75c to 73c. Counts 21-25, this representing bay shrimp, has been quoted before the open season began at from 65c to 60c. As carloads of the products began to stream across the border, from open-water operatons, there was some slight weaking of prices, but not enough to cause much concern. Demand, generally speaking, particularly for the jumbo shrimp, under 15 and next larger counts, was good.

Three Seattle Albacore Men Lost Off Calif.

Three Seattle fishermen were swept to their deaths off San Francisco early in October from two Seattle halibut vessels engaged at the time in Albacore fishing.

They were lost the same day in the same gale.

Ben Lowell, 47, and his nephew, Magnar Lowell, 19, were swept overboard and lost from the famous halibut schooner *Attu*. Alf Lowell, father of Magnar, and part-owner of the *Attu*, made a valiant effort to save his son, but the young man lost his hold on a line and disappeared.

The third man lost was Capt. Arne Dahl, owner of the halibut vessel *Lively*.

The same day a 40' Seattle Albacore jig boat, the *Spencer*, owned by Andrew Froland, was driven ashore near Santa Cruz, becoming a total loss. Froland and his boat puller succeeded in reaching shore safely.

H. C. Albin In Line For Fish Controls

Probability that H. C. Albin, who headed the Special Commodities Branch of the War Food Administration in World War II, will again be in charge of controls over canned fish—when and if—is indicated in reports from Washington.

He has been actively engaged in preliminary studies.

Ralph S. Trigg, head of the Production and Marketing Administration of the Department of Agriculture, has been charged with supervision of food functions under the Defense Production Act, and as such will be Mr. Albin's boss.

Washington does not anticipate that stringent controls will be applied immediately, but it is evident that preparations are being made, and that lessons learned in World War II will be applied in an effort to bring about more effective functioning of the food control machinery.

CAPT. JOE ALIOTO, formerly skipper of the San Diego tuna clipper, *St. Joseph*, has purchased the interest of Tony Brown in the new Long Beach-built clipper *Marilyn Rose*, Fairbanks Morse-driven. Joe has taken over the wheelhouse.

GET A HEAD START ON NEXT YEAR BY ORDERING YOUR SUPPLIES NOW

THE 1951 SEASON is almost here—for fishing fleet and cannery operators and others connected with the important salmon industry. It's time to order maintenance and construction supplies so you can get work under way early.

Pioneer can deliver your supplies now—or whenever you ask for delivery. For over 20 years, Pioneer has been supplying maintenance and construction materials *on time . . . on the spot.* Call on Pioneer for AAA marine coatings, boot topping, marine black, anti-fouling paint, interior and exterior paints of all kinds, marine varnishes and Albi-R fire-stopping paint. Call on Pioneer, too, for concrete mixes, gravel, sand, refractories, roofing, wallboard, and insulation materials.

Alaska firms know from experience, they can count on Pioneer for quality material, dependable service. It will pay you to order your supplies at Pioneer . . . to order them *now!*

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Sixty-cents-a-pound for a by-product sounds like high-potency liver in the good ol' days — but it isn't that at all.

Sixty - cents - a - pound was the price being paid for *large,* really large, salmon eggs on Grays Harbor this fall.

Going price at presstime for Grays Harbor "blacks," the huge, dark, paper-thin Chinooks taken there and in the reservation streams was 25c per lb. This price was possible because the egg-buyers were paying 60c per lb. for the extra-large, extra-free eggs peculiar to these "blacks."

Going price on Grays Harbor Chums at presstime was 12½c per lb.

Monterey Operators Back Import Protest

Ernest K. Bramblett, Pacific Grove, Calif., congressman, has wired the Secretary of State protesting Japanese, Russian and other low tariff fish importations in competition with U. S. products.

Sal Ferrante, Oxnard Canners, Inc., Monterey, and president, Monterey Fish Canners Association, praised the move.

Mr. Ferrante said that he had appointed a committee to find ways and means to educate the public to the serious crisis that the industry faces and to recruit the entire industry to create a domestic market. Committeemen now working on the problem are Don T. Saxby, California Packing Corp., Clifton Day, San Carlos Canning Co., and Barney Kitchens, Peninsula and Customs House Packing companies.

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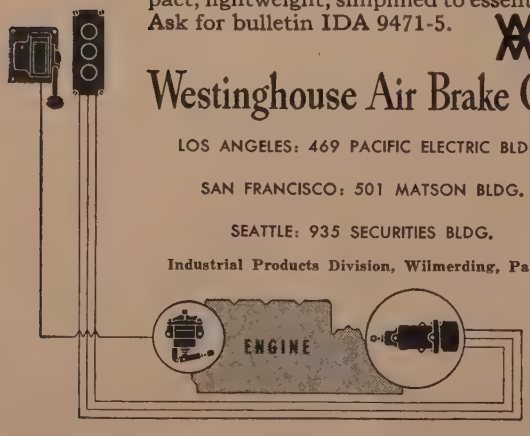

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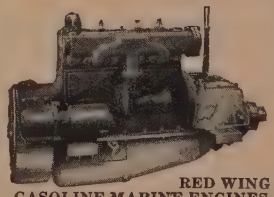

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WATER STREET KETCHIKAN, ALASKA

New Company Buys Anacortes Cannery

The former Chase Packing Co. cannery at Anacortes, later the Pacific Packing Co., was purchased last spring by a new concern, the American Packing Co., which operated it through the Sockeye season and in early October was preparing for a fall pack.

President of the new company is Ernst Schoenwald, an old-timer in the salmon business, who was prominent during the 1920's as head of the former Petersburg Packing Co. Associated with him are E. K. Bishop, vice-president, and Frank S. Bayley, secretary. Headquarters are at 2019 Smith Tower, Seattle (phone ELiot 6307).

Anchovy Reduction Petition Rejected

The California Fish & Game Commission turned thumbs down on a request of the San Francisco Sardine Association to permit the reduction of anchovies into commercial oils and meals.

Richard S. Croker, chief, Bureau of Marine Fisheries, Division of Fish & Game told the commissioners at their September meeting that "the abundance of anchovies on the fishing grounds has not yet proved large enough to warrant a reduction fishery."

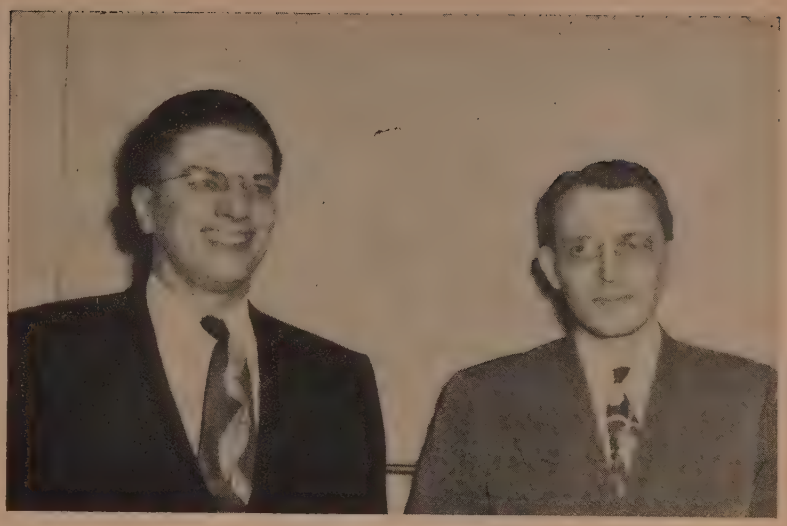
"Large scale fishing or reduction," Mr. Croker warned, "might be disastrous without sufficient investigation."

The petition was vigorously opposed by Southern California interests concerned with the possible effect of anchovy fishing on the tuna bait supply.

Peterson Building Twin 96-Foot Tuna Clippers

Golden Glow is the name chosen for the 96′ tuna clipper building at the Peterson Boat Building Co. yard, Tacoma, for Anthony Madruga. This Arthur DeFever-designed craft will have a 400-hp. Enterprise diesel and a pair of twin General Motors diesel auxiliaries driving 60-kw. generators. Three Baker "quad" compressors will provide refrigeration. The vessel will carry a 1,000-fathom Fathometer, and will have capacity for 160 tons of tuna.

George Peterson also has a contract for a sister vessel, ordered by Manuel J. Sousa. It will be equipped identically with *Golden Glow*, and will be named *Miss California*.



THEY HEAD THE FISH DIVOTEERS

Leif Eriksen, left, of the Chatham Strait Fish Co. was elected president at the fall tournament of Seattle's golfing fish men; while Gordon Davis of Bunzen & Davis was chosen vice president.

Divoteers Elect Leif Eriksen President of Golfing Fish Men

Over 100 golfers braved cloudy skies to participate in the Fish Divoteers' 12th annual fall tournament at the Rainier Golf Club, Seattle, October 6 and more than 125 members and their guests enjoyed the festivities at the "nineteenth hole" and the banquet in the evening.

Feature of the banquet at which President Walt Hanson of James Farrell & Co. presided was the awarding of the day's prizes by toastmaster Herald O'Neill, pinch-hitting for the perennial master of ceremonies, Larry Curtin.

Low net in the first, second and and third divisions was won by Bill Angus, Walt Hanson and George Sakrison. Low gross honors went to Don Cawley, Jr., Bill Meenach and Gene Swanson.

Second low net in the three divisions was won by Henry Russell, Cliffe Greene and Norm Weitkamp. Prizes for second low gross went to Sam Rubinstein, (who had lost low gross honors to Don Cawley, Jr. on the flip of a coin), Alf Larsen and Chris Moe.

Awards for closest to the pin found Roy Warren, Clarence Lirhus and Chuck Lowry as the winners. The long drive prizes were won by Maury Nelson, Eric Bulmer and Eldon Erickson.

Dubious honors for high gross were accepted reluctantly by Guy Hurd, Bill Eardley Jr., and Ed Stevenson. Suitable high net awards went to Lou Thraikill, Cy Collins and Ray Clark.

Competing in the guest division, F. Ellis won the low net award. Evan Manalides was the low gross winner.

A fitting climax to the tournament was the election of Leif Eriksen of the Chatham Strait Fish Co. as president, succeeding Walt Hanson. Other officers elected were: Gordon Davis, Oxenberg Bros., vice president; Gene Swanson, Abbott Laboratories, secretary; and Harold Maddock, Sebastian-Stuart Fish Co., treasurer.

The highly successful tournament was staged under the direction of Jack Pierce, chairman tournament committee; Henry Russell, sponsors chairman; Joe Brennan, entertainment chairman; and their committees.

FRANK MEDINA, skipper-owner of the major clipper, *Bernadette*, returned to San Diego from a vacation trip to the Azores on October 10. He reported his brother *Joe M. Medina*, owner of the *Queen Mary* too busy with his modern whale-reduction plant there to come home for awhile.

"SEA HAVEN"

Fancy Dungeness Crab Meat

Tops in Quality

Other "Sea Haven" Products Include: Fresh and Frozen Whole Shell Crabs, Fresh and Frozen Crabmeat, Albacore Tuna, Salmon, Smoked Oysters, Crab Legmeat and Smoked Crablegs.

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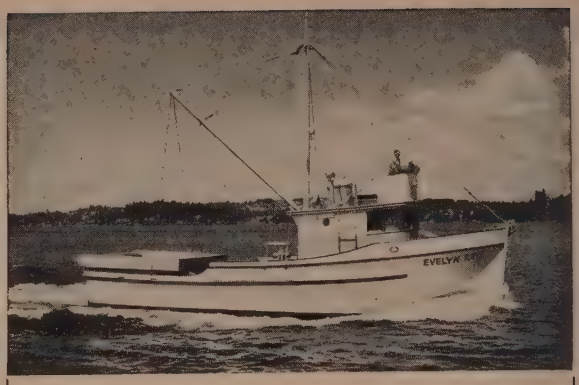

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Get your order in early for this new type Alaska seiner by Grandy.

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It takes a real drydock to lift a tuna clipper. Here are the haul-out and hull repair service at Campbell Machine Company, San Diego, recently modernized at the yard where the long-range tuna clipper was born in 1923. Installed in tandem are three floating drydocks, two capable of hauling 1,000 tons; the third, 400 tons. The "floaters" are surrounded on three sides by permanent docks of sufficient width to permit trucks and heavy cranes to work in connection with repair or new installation work. First up, as shown, was the clipper *American Boy* on September 27. Yard is operated by George and Dave Campbell.

Canadian Crack-Down Costs Violators Their Purse Seines

Canadian fisheries officials express disappointment at some commercial fishermen's lack of observance of closures and other regulations. Unless there is an improvement in this respect, the Canadian government may crack down with stiffer penalties.

Under the present policy, the procedure is usually to fine the master of the vessel concerned, in lieu of imprisonment, and confiscate the nets used. Actually, there is provision for confiscation of the vessels as well and this drastic step may have to be adopted to insure enforcement.

Officials state that the vast majority of fishermen recognize the importance of conservation regulations and offer the fullest co-operation even though compliance may result in considerable sacrifice through loss of a potential catch. But the average fisherman realizes that he will benefit in the long run if the regulations are observed.

The Canadian fisheries department regarded as "the most serious infractions of regulations this season" the case of two large Vancouver seiners which were discovered to be operating inside the commercial fishing limits, off a spawning stream near the southern extremity of the Queen Charlotte Islands.

The vessels involved were *Western Commander,* of which Captain Peter Gundersen is skipper, and the *Ribac,* commanded by Captain Kurt Larsen. Both vessels were arrested by the fisheries patrol ship *Kitimat* with seine nets in the water, and fisheries department officials say that there were 6000 Chum salmon in the nets, which were subsequently spilled without loss.

The two skippers appeared before Magistrate E. S. Richardson in Queen Charlotte City and pleaded guilty. Each was fined $500 with the option of two months' imprisonment, and their nets valued at $6000 were confiscated.

Chief Supervisor A. J. Whitmore said that the boats were operating in darkness and without lights. "We cannot tolerate boats going into the mouths of rivers and cleaning out the salmon on their way to spawn," he declared. "Each boat engaged in this illegal operation is worth more than $75,000 and is liable to outright confiscation if we decided to crack down to the full limit of the law."

Twins Greet Returning Tuna Clipper Skipper

Capt. Joe Madruga, one of the tuna clipper fleet's top skippers, and master of the *Paramount,* recently came home to be greeted with twin boys, as a coming-home present from Mrs. Madruga.

Joe named 'em James and John, and swears, when they grow up, they'll be tuna skippers, too. For a pleasant surprise like this, Skipper Madruga figured he was entitled to a holiday, so he took a trip off.

JOE PENACHO, owner of the San Diego clipper *Charlene,* who was seriously injured two years ago when thrown from a horse, has become General Petroleum salesman along that waterfront for Fishermen's Marine Company, and operates two marine docks, at 2035 E. Belt St., and at Campbell Machine Company yard. *Ralph Zobrist* is manager.

The American Freezing Co., Steve Genovese, manager, has built this new fresh fish receiving station on the Municipal Wharf, Monterey. It is complete with electric hoist, scales and a holding tank for squid on the mezzanine. On the mezzanine also are offices. A flake ice machine has been installed on the ground floor.

LINES and LEADERS

PACIFIC FISHERMAN was privileged to catch an intimate glimpse of the Sperry Gyroscope Co.'s West Coast district managers' meeting held in the company's Seattle office in October. Reading here from left to right: H. S. Burtis, district manager, Seattle; George W. Lober, assistant district manager, Seattle; Ralph T. Greer, assistant district manager, El Segundo, Calif.; Glenn Marsh, Portland representative; E. A. Williams, assistant district manager, San Francisco; W. I. Selover, district manager, El Segundo; W. F. Horn, district manager, San Francisco; A. R. Weckel, director of commercial sales, New York.

First P&H Diesel Installed In B.C.

When the owners of the combination towing and fishing vessel *Gold Seal* in Vancouver, B. C., decided recently to replace its 110-hp gasoline engine with a lightweight diesel they chose a P&H model 387-CM, 3-cyl. two-cycle unit.

The installation was the first of its type to be made in British Columbia. Bore and stroke of this engine is 4.5 by 5.5 inches, with total displacement in cubic inches of 261. Compression ratio is 16 to 1 and the fuel consumption in pounds per B. H. P. is rated at .45. Weight of the engine is 1,775 pounds dry.

The installation was made for Harnischfeger Corp., manufacturers of the P&H engine line, by Northern Engine & Equipment Co., Vancouver.

Marine Equipment Firm Expands Staff and Line

R. N. Peterson, owner of the Marine Equipment Company, Seattle, announces that E. N. "Bud" Baunsgard has joined his firm. Well known to boat owners Baunsgard brings many years experience in the marine field to his new job.

The company is the local distributor for Lister Blackstone engines as well as dealer for many lines of engine room equipment. Peterson has made an unusually fine record in his work with fishermen who make their headquarters along the Lake Washington Canal and the addition of Baunsgard to his staff rounds out an organization well equipped to take care of engine and equipment problems.

The company has moved to larger and more convenient quarters on Shilshoe avenue in Ballard and have complete stocks of engines, filters, pumps and other marine items.

Pacific Marine Handles Snow-Nabstedt Gears

The Snow-Nabstedt Gear Corporation has announced the appointment of the Pacific Marine Supply Company, Seattle as distributors for S-N and Joes reverse and reduction gears effective October 1, 1950.

The appointment of this new distributor will provide for better service, larger stocks of gears and parts and better coverage of a large territory according to the company.

Pacific Marine Supply, pioneer marine supply house covers the greater part of the state of Washington and Alaska and will maintain its principal stocks of S-N gears and parts at its main store in Seattle. The company operates seven marine supply stores through the territory in addition to a large sales force in close contact with shipyards, marine supply houses and fishermen.

The Snow-Nabstedt Corporation has long been known for the quality and dependability of its products.

"Ropemakers of Plymouth" Tells Story of Cordage Industry

The fascinating history of the first 125 years of the Plymouth Cordage Company, Plymouth, Mass., has been written by Captain Samuel E. Morison, America's foremost naval historian, who describes himself as a contented consumer of Plymouth cordage since his earliest catboating days. In "Ropemakers of Plymouth," which Hougton Mifflin Company published on September 21, Captain Morison tells of the growth of this New England industry over the past century and a quarter to the point where it has become the largest producer of cordage in the world. It began by rigging the whalers and clipper ships, later sought assorted markets with a serviceable hangman's rope and the Plymouth silk-finish lariat, which became as standard equipage for the range as the Stetson hat and the Colt revolver. It continues to supply the rope-hungry U. S. Navy which in World War II consumed more cordage than the British Navy when completely under sail. To the man who depends on rope in his daily work—whether he's an old salt or a landlubber—he'll find this story of an old established industry lively and authoritative.

ED HARRISON has recently been promoted to Engine Sales at Gunderson Bros. Engineering Corporation, Portland, Oregon distributors of GM-Detroit diesels. Harrison previously was in the Engineering Department. His background includes training at the Oregon Institute of Technology, specializing in automotive and diesel engines, and service in the Army Ordnance Department and the Ordnance Schools at Aberdeen, Maryland.

Lister-Blackstone diesel engines were the prime topic at this gathering in the Seattle salesroom of Marine Equipment Co., Pacific Northwest distributor for the line. On the left is Bertram Fish, in charge of Lister-Blackstone, Inc., sales engineering, New York; H. J. "Hank" Keizer, Lister-Blackstone's new Pacific Coast representative, with headquarters in San Francisco; E. N. "Bud" Baunsgard and R. N. "Pete" Peterson, owner, Marine Equipment Co., Seattle.

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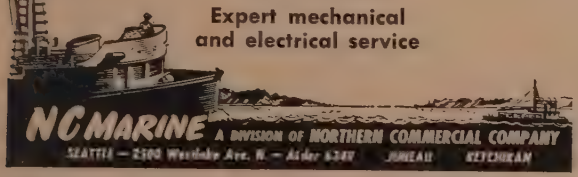

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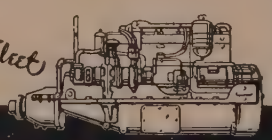

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Canco Names Lueck To Technical Post

The appointment of Dr. R. H. Lueck as general manager of research for the American Can Company has been announced. He will make his headquarters in the company's general offices in New York.

Dr. Lueck, who has been associated with the container manufacturing firm for 28 years, has been serving as manager of sales for the company's Pacific division. He first served as a research chemist on the West Coast and in 1934 was transferred to the Hawaiian Islands, where he became manager of the company's operations.

Dr. Lueck was appointed manager of the research department, at Maywood, in 1935 and seven years later became director of research. He subsequently served as manager of sales for the Pacific division from 1944 until his current appointment.

"Bob" Geddes Elevated To Bendix Sales Manager

The appointment of R. P. Geddes, Jr., as Sales Manager of the Marine Department of the Pacific Division, Bendix Aviation Corporation and the naming of W. P. Rhea and Charles Bankart to the Sales Department has been announced by R. C. Fuller, General Manager of the North Hollywood firm.

All of the three men have been with the firm since before the Marine Department was established to manufacture and sell the Bendix Depth Recorder. Up to the present time Geddes has been in charge of West Coast sales. Rhea who has been service manager of the Recorders in the West, will continue to cover the area both as service manager and in his new sales capacity, while Bankart, who has headed up service on the East Coast, will add Sales responsibility to his activities in that area.

R. P. Geddes Jr., who has been in charge of West Coast sales for the Marine Department, Pacific Division, Bendix Aviation Corporation, in October was promoted to the position of sales manager of the department, which manufactures Bendix depth-recorders.

This picture, taken by Pacific Fisherman at Wilmington, Calif., shows Carl O. Friend, in charge gasoline engine sales, Nordberg Manufacturing Co., Milwaukee, Wis., on the left: then H. G. McKinney, Sr., H. G. McKinney & Co., Wilmington, Nordberg gasoline engine distributors; W. G. Hawkins, assistant to Carl O. Friend in gasoline engine sales, Nordberg Manufacturing Co., H. G. McKinney, Jr., H. G. McKinney & Co., Mr. Friend and Mr. Hawkins were on the Pacific Coast in September and accompanied by Charles G. Cox, Pacific Coast manager for the Nordberg Manufacturing Co., visited with Nordberg distributors including G. H. McKinney & Co., Thomson Machine Works, San Francisco; Gunderson Bros. Engineering Corp., Portland and Astoria, Ore.; Al-Pac Engine & Equipment Co., Seattle; and the Pacific Tractor & Equipment Co., Vancouver, B.C.

DON G. DEARTH, recently appointed sales manager for Standard Iron Works, San Diego, has been busy traveling up and down the coast in connection with sales of the company's "Standard Automatic Chunks and Flakes Packer." During the last year or so the automatic packer has been vastly improved, Mr. Dearth said, and is finding favor with canners of the "C & F" and well as grated pack. French Sardine Company, Southern California Fish Corporation and California Marine Curing and Packing Company, have made recent installations among others.

BOICELLI & BOSS, Fishermen's Wharf, San Francisco, have been appointed dealers for Nordberg gas engines, and for the P&H marine diesel engine. The company is building a showroom wherein will be displayed Chrysler, Nordberg, and P&H engines, and parts.

STATEMENT OF THE OWNERSHIP, Management, Circulation, etc., required by the Act of Congress of August 24, 1912, as amended by the Acts of March 3, 1933 and July 2, 1946.

Of Pacific Fisherman, published monthly except in January when published semi-monthly, at Seattle, Washington for October 1, 1950.

State of Washington, County of King,—ss

Before me, a notary public in and for the State and County aforesaid, personally appeared Miller Freeman, Jr., who, having been duly sworn according to law, deposes and says that he is the Business Manager of the Pacific Fisherman and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, as amended by the Acts of March 3, 1933 and July 2, 1946 (Section 537, Postal Laws and Regulations) printed on the reverse of this form to wit:

1. That the names and addresses of the publisher, editor, and business manager are:

   Publisher: Miller Freeman, 71 Columbia St., Seattle 4, Wash.

   Editor: DeWitt Gilbert, 71 Columbia St., Seattle 4, Wash.

   Business Manager: Miller Freeman, Jr., 71 Columbia St., Seattle 4, Wash.

2. That the owners are Miller Freeman Publications, Inc., 71 Columbia St., Seattle, Wash.; Miller Freeman, Miller Freeman, Jr., William B. Freeman, Kemper Freeman, W. E. Crosby, L. K. Smith, Harry P. Cain, 71 Columbia St., Seattle, Wash.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages and other securities are: none.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in case where the stockholder or security holder appears upon the books of the company as trustees or in any other fiduciary relation, the name of the person or corporation for whom such trustees is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

Miller Freeman Jr., Business Manager

Sworn to and subscribed before me this 21st day of September, 1950.

G. E. Delaware

(My commission expires May 20, 1953.)

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British Diesel Builders Acquire Vivian Works

Of wide interest in west coast marine, industrial and engineering circles was the recent acquisition of the Vancouver, B. C., engine building firm of Vivian Engine Works, Ltd., by the Brush Electrical Engineering Co., Ltd., England, whose subsidiaries include Associated British Oil Engines Group (Aboe), one of the world's largest in its field.

Negotiations were instituted and the final arrangements of the purchase were completed by Sydney A. Lane, acting on behalf of the Brush organization of which he is a director. Henry B. Norris recently arrived in Vancouver from the United Kingdom to become general manager-director and vice-president of the newly-acquired company. Will Vivian, founder of the company and for many years its president, retains an interest in the concern and is a director.

Engines manufactured by the members of the Aboe group consisting of Mirrlees, Meadows, McLaren, National and Petter are marketed in 83 countries, and it is the intention of the British owners not only to fulfil existing contracts for Vivian engines but to continue to produce certain types of Vivian engines. A range of diesel engines of British design will also be manufactured at the Vivian plant. The Vancouver company operates under the name of Vivian Diesels & Munitions, Ltd.

Thomson Machine Works Gets Nordberg Franchise

Thomson Machine Works Co., San Francisco, has been appointed exclusive Northern California distributor for Nordberg gas marine engines, according to Bill Marchington, vice-president of Thomson Machine Works Co.

The company will appoint Nordberg dealers in Eureka, Fort Bragg, and Monterey very shortly, Marchington said. A complete stock of parts will be carried.

Thomson Machine Works Co., 235 First street, San Francisco, is one of the oldest and best known marine engine repair, service and installation firms on the Coast. The company is well equipped for Nordberg sales, installations and service and repair.

Seattle Boat Show Set For April at Pavilion

Seattle's huge University of Washington Pavilion will be the scene of Northwest Marine Industries Fourth Annual Pacific Northwest Boat Show, March 31 to April 7, 1951, Moore McKinley, 1951 boat show chairman, has announced.

The dates announced place the Pacific Northwest Boat Show a month later than in the past three years, bringing the event closer to the actual opening of the fishing season. The new site not only offers 30 per cent more exhibition space than in the past, but has far more convenient parking and spectator facilities.

Mr. McKinley, president of Fremont Electric Co. in Seattle, stated that, although space rates for the show had not definitely been set, it was expected they would be about on a par with those charged in 1951.

The University of Washington Pavilion has ample facilities for handling large boats and supplies, and has entrance doors capable of allowing passage for the largest boats.

Full details of the 1951 Pacific Northwest Boat Show may be obtained by writing Mr. McKinley in care of Northwest Marine Industries, Inc., 714 American Building, Seattle, Washington.

Fibreboard Promotes Key Men in Vernon Division

On Oct. 1, Harvey M. Brown, resident manager of the Vernon Division, Fibreboard Products Inc., since 1927, retired and was succeeded by Frank H. Wheelock, who had been assistant resident manager. At the same time, Bruce F. Brown, Jr., was promoted from the position of chief chemist to assistant resident manager.

Harvey H. Brown became associated in 1912 with his father and two brothers in the construction of the Southern Board & Paper Mills in Los Angeles. He was secretary-treasurer of that concern until it was acquired by The Paraffine Companies, Inc. in 1917. He was also a stockholder in Crescent Board Mills, which became the Port Angeles Division of Fibreboard in 1927.

Frank H. Wheelock started as a sales order clerk in the Vernon Division in 1930, and after positions in the estimating department and the laboratory, on the death of V. G. Farmer in 1942 he became board mill manager.

Bruce F. Brown Jr., started with Fibreboard in 1936, advancing from the mill to purchasing, estimating, and accounting departments. In July, 1939 he became assistant to Mr. Wheelock in the laboratory, Vernon Division, and three years later he became chief chemist.

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ADVERTISING INDEX

Akervick Bros. Machine Works 67
Alaska Steamship Co. 66
Albina Engine & Machine Works 68
American Can Co. 2
Avondale Marine Ways, Inc. 32

Baier & Assoc., L. S. 66
Bellingham Marine Supply Co., Inc. 14
Bludworth Marine 60

Camillo, J. J. 67
Campbell Machine Co. 66
Caterpillar Tractor Co. 7
Chrysler Corp. 20
Colorado Fuel & Iron Corp., Wickwire Spencer Steel Div. Facing Page 18
Columbia River Packers Assn., Inc. 44
Continental Can Co. 5
Cooper-Bessemer Corp., The 12

D'Acquisto & Sons, A. 67
DeLaval Separator Co., The 50

Enterprise Eng. & Mchy. Co. 55
Enterprise Mfg. Co. 56

Farwest Wrangell Co. Inc. 66
Fibreboard Products, Inc. Outside Back Cover
Fishermen's Packing Corp. 48
Fremont Electric Co. 64
Frohman & Sons, L. H. 42

General Motors Corp., Detroit Diesel Div. Inside Front Cover
Gosse Co., F. A. 42
Grandy Boat Co. 60
Gray Marine Motor Co. 49

Haines Oyster Co. 66
Hanson, H. C. 66
Harbor Boat Bldg. Co. 66
Harbor Marine Supply, Inc. 14
Hayssen Mfg. Co. 47
Heminway & Bartlett Mfg. Co. 8
Hiller, Paul W. 67
Howard Corp., C. E. 64

International Nickel Co., The 34
International Paint Co., Inc. 54

Kaakinen Fish Co. 60
Kelley-Clarke Co. 40
Kohlenberger Engineering Corp. 68
Kolstrand Mfg. Co. 66

Larson Boat Shop, Al 66
Lathrop Engine Co., The 64
Lawrence Co., J. E. 64
Lester & Toner, Inc. 63
Linen Thread Co., Inc. 30
Lister-Blackstone, Inc. 52
Long Beach Salt Co. 63
Lubriplate Div., Fiske Bros. Refining Co. 54

Marine Office of America 28
McLaughlin Co., Inc., H. G. 66
Michigan Wheel Co. 56
Mishawaka Rubber & Woolen Mfg. Co. 42
Moffitt, Inc., Lucian Q. 32
Monk, Edwin 66
Mt. Vernon Woodberry Mills 10
Murphy Diesel Co. 9
Mustad & Sons, O. 54

Nat'l Steel & Shipbldg. Corp. 66
Nat'l Supply Co., Superior Engine Div. 39
N. C. Marine 63
Newby, G. Bruce 66
New England Fish Co. 45
Nordberg Mfg. Co. 22
Nordby Supply Co. 58
Northern Products Corp. 67
Nuttall-Styris Co. 64

Oakite Products Inc. 68
Oceanic Sales Co. 42
Onan & Sons Inc., D. W. 56
Oregon Marine Supply Co. 14
Oxenberg Bros. 60

P & L Welding Works 60
Pacific American Fisheries, Inc. 36
Pacific Fishing & Trading Co. 14
Pacific Food Products 66
Pacific Marine Supply Co. 14
Pacific Tel & Tel Co., The 50
Packard Motor Co. Marine Engine Div. 4
Pan American Radio Corp. 58
Paterson Parchment Paper Co. 24
Petersburg Cold Storage Co. 67
Pioneer Sand & Gravel Co. 57
Port Orford Fish Co. 60

Red Wing Motor Co. 58

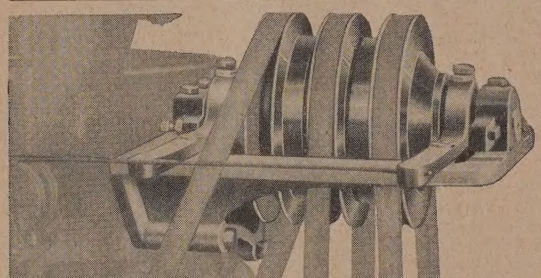
San Diego Marine Constr. Co. 66
San Juan Fish & Packing Co. 51
Seaside Supply Stores, Inc. 66
Snow-Nabstedt Gear Corp. 53
Sperry Gyroscope Co. 13
Stamm-Schulman & Co. 47
Standard Oil Co. of Calif. 27
Standard Steel Corp. 48
Stay-Tite Products Co. 64

Tacoma Boatbldg. Co. 63
Tacoma Marine Supply Co. 14
Tide Water Associated Oil Co. 11
Tower Co., A. J. 56
Tubbs Cordage Co. 3
Turner Halsey Co. 10

Union Diesel Engine Co. 50
Union Oil Co. Inside Back Cover
Union Pacific Railroad 6
Universal Motor Co. 64

Vilter Mfg. Co., The 34
Vita Food Products, Inc. 63

Washington Stove Works 63
Wendt, Ivar 48
Westinghouse Air Brake Co. 58
Whiz Fish Products Co. 47
Wickwire Spencer Steel Div., Colorado Fuel & Iron Corp. Facing Page 18
Willapoint Oysters Inc. 66
Wilvers & DeFever 66



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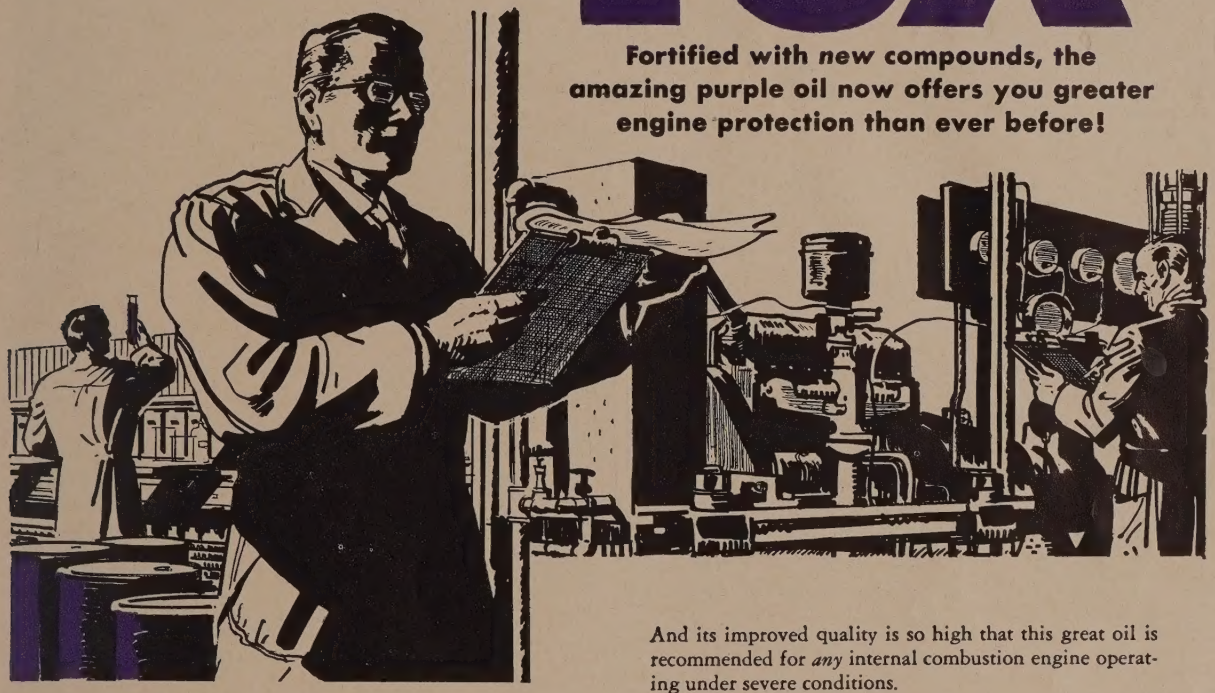

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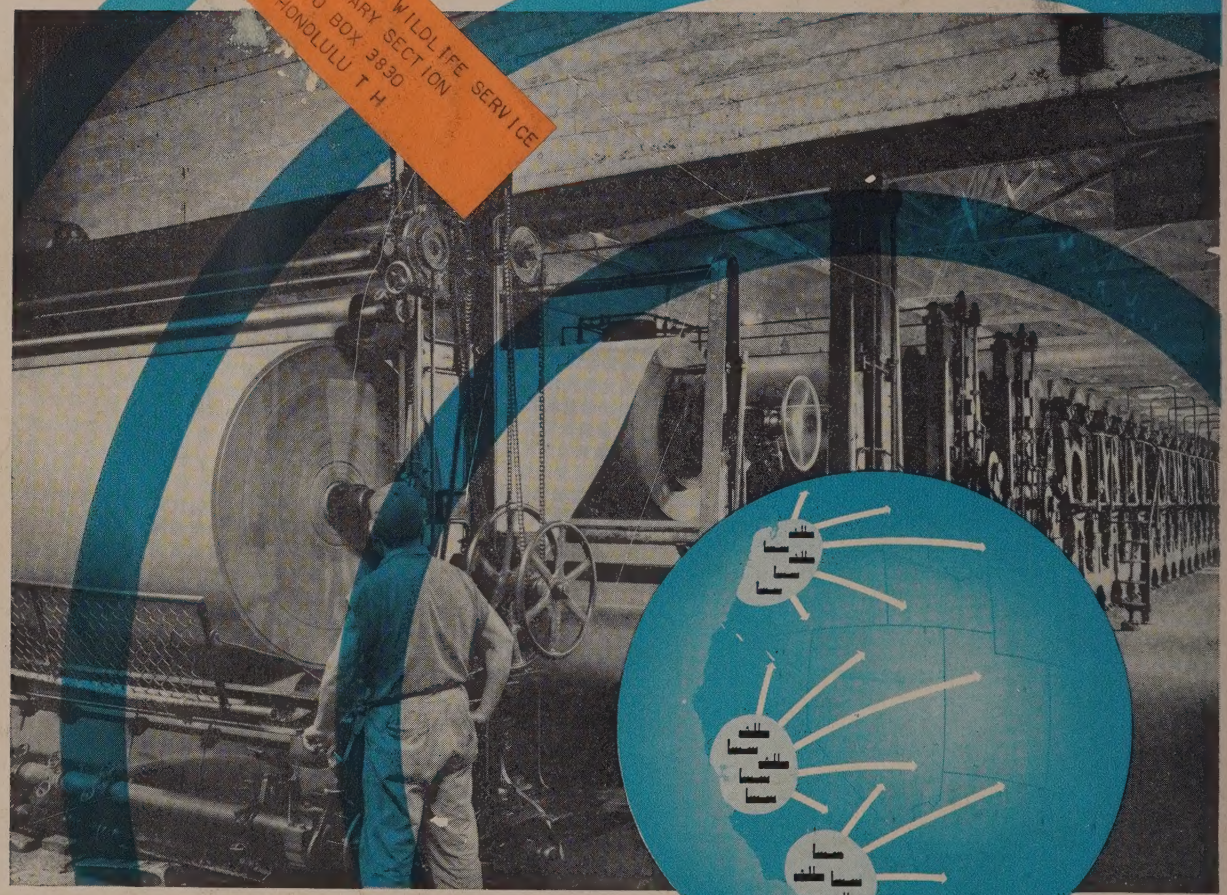

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